

NATIONAL COUNCIL FORMALLY OPENED, BUT LITTLE DONE

Ceremony Only Takes Six-
teen Minutes; Legations
Are Represented

ARMS ALLIANCE

Premier Is Expected Short-
ly to Make Statement
On Japanese Deal

KOO INVESTIGATES

Hears Some Details of U.S.
And Japan Agreement
Are Kept Back

(CHINA PRESS OWN SERVICE)

Peking, November 10.—The formal opening of the National Council, this afternoon, was a very brief affair, the proceedings lasting for but sixteen minutes. The President and all the Cabinet Ministers were present, except Wang Ta-hsieh, who is on sick leave. A few other high officials were also in attendance.

The attendance of the public was moderate, but several of the Legations were represented. The oldest Counselor, Chang Feng-tai, of Honan, was appointed temporary chairman, by acclamation.

The Premier and the Chairman made short speeches.

It is hourly expected that the Premier will make a statement regarding the alleged Arms Alliance.

Reisch Is Present

Reisch's Pacific Service to the China Press
Peking, November 10.—The inaugural meeting of the National Council occurred this morning. Over eighty members attended. President Feng Kuo-chang, Premier Tuan Chih-jui, the other members of the Cabinet, Sir John Jordan, Dr. P. S. Reisch, Baron Hayaashi and other members of the Diplomatic Corps and also Mr. Hioke were present.

After the reading of congratulatory addresses by President Feng Kuo-chang and Premier Tuan, the ceremony came to a conclusion. The day has been declared a general holiday and all Government offices are closed.

Rumor Secret Terms

According to Chinese reports from Peking, the Chinese Minister to Washington, Dr. V. K. Wellington Koo, has telegraphed that there are other stipulations concerning China in the new agreement between the United States and Japan besides what have been already made public. Dr. Koo says that he is investigating the unpublished propositions.

PASSENGERS HELD IN LINER BY TYPHOON

Unable To Leave Steamer At
Woosung Because Of
Heavy Gale

A gale blowing 40 miles at Woosung yesterday kept more than a hundred passengers for Shanghai on board the large liner on which they had travelled from Vancouver from coming to shore. The river tender tried to get alongside the vessel but failed.

The gale was so stiff the ship was rolling at an angle of 30 degrees and many passengers were unable to leave their berths. It was impossible to get the cargo off or more than a part of the mail.

It is hoped the weather will have calmed sufficiently to bring the passengers in this morning.

The Weather

Fine weather, with strong northerly winds. The maximum temperature recorded yesterday was 52.6 and the minimum 42.0, the figures for the corresponding day last year being respectively 56.6 and 47.0.

Hokkaido Showing Results Of Early American Efforts

E. J. King, Hakodate Lumberman Who Sailed With
Morgan Robertson, Tells of Island's Development

"Times have changed."

Looks trite in print, but it didn't sound so, coming from the big, gray-haired man with the powerful face, the quizzical eyes and the deep voice who drummed reminiscently with strong fingers on the table top.

It called up pictures of gray skies and a heeling ship, the creak and whistle of wind-whipped rigging and the slap of salt spray—the days when men went down to the sea in sailing vessels. The days when E. J. King shipped before the mast with "Shorty" Robertson on the Sunrise—the same Sunrise immortalized by "Shorty" (Morgan Robertson) in his famous yarn of the seas, "Masters of Men"—the same Sunrise whose skipper, just graduated from seven years at St. Quentin, "trimmed" his entire crew before the ship passed Sandy Hook out of New York.

Mr. E. J. King, wealthy lumberman, president of the E. J. King company, of Hakodate and United States Consular Agent at the thriving North Japan port, is in Shanghai on a business trip. Thirty-three years ago he first saw Shanghai as a youth from the deck of a sailing vessel. But Mr. King was modest on the subject of personal reminiscences, beyond a few delightful anecdotes of Morgan Robertson.

"Maybe I'll write a book myself some day," he parried when pressed. But he spoke enthusiastically of the developments and promising conditions of Hokkaido, the northern island of Japan on which he has spent more than twenty years—developments due largely to Japanese foresight coupled with American ideas and energy.

"Hakodate," said Mr. King, "is the oldest treaty port in Japan, thanks to the trip of Admiral Perry in 1854, and was opened to foreign trade in 1855. The first American Consul in Japan, Mr. E. E. Rice, was stationed there in 1857.

"As long ago as 1860 the port boasted quite a foreign population, for it was a popular Russian winter resort and at one time had a foreign community of nearly 800.

"It is a spot of considerable historic interest, for it was there that the Tokugawa retainers made their last stand against the present government, in '69. The island was then changed to an administrative colony with Baron Kuroda as the first Colonial Governor. He was a man far-seeing and enlightened and took immediate steps for the development of the country. Through his efforts fifty American engineers,

civil engineers, agricultural and mining experts, were brought out from the United States. They brought with them modern agricultural implements, fruit trees, seeds and plans for the starting of new industries.

"One of the first things they did was to plan a capital city. They were told to select the site and after looking about eventually settled on the location where Sapporo now stands, an ideal situation—on the river bank with perfect facilities for drainage and sanitation. The whole city was laid out before a house was built. Fine central avenues 160 feet wide, running north and south and east and west were laid out, the rest of the thoroughfares being staked out with widths of 100 and 60 feet. The government buildings and offices were then erected. Spread over fifteen years the Hokkaido government spent fifty million Yen toward developing the island. The last of the foreign officials returned to America in 1886 and further development was left in solely the hands of the Japanese. At the time of the launching of the developmental campaign there was considerable criticism of the spending of all this money, particularly on the part of some other foreign national cities, but during the last fifteen years or so the fruits of that campaign have been steadily justifying the outlay.

"The place now boasts a large number of the biggest and most important factories and industrial plants in Northern Japan. For instance, the Sapporo breweries, the great flour, flax and linen mills and cement works. In the outskirts of Sapporo are immense dairy farms where the best of imported cattle are bred. On one farm alone there is a herd of over 3,000 thoroughbred Holstein cattle and there are a number of horse breeding establishments where horses are bred from the finest imported stock.

"In fact the results of those early efforts have been rapidly coming to the fore of late years. Emigration from the South was first directed toward Hokkaido twenty years ago and fifteen or twenty thousand left every year for the northern island. At first it was difficult to keep them there. The climatic conditions during the long Winters being so different from those of Southern Japan discouraged the southern emigrants so that after one Winter many returned to their native provinces. It was also disappointing in other ways. The largest efforts were directed

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Palestine for Jews Is Britain's Desire

Promises Aid In Establishing
'National Home'; No Inter-
ference With Others

(Reuter's Agency War Service)

London, November 8.—Mr. A. J. Balfour, Minister for Foreign Affairs, has communicated to Lord Rothschild, on behalf of the Government, the important declaration of its sympathy with the Zionist aspirations of the Jews. He states that the Government views favorably the establishment in Palestine of a national home for the Jewish people and will use its best endeavors to facilitate the achievement of this object, it being understood that nothing will be done to prejudice the civil and religious rights of the non-Jewish communities in Palestine or the rights and political status of the Jews in any other country.

The Jewish Chronicle hails this declaration as marking a new epoch in the history of the Jewish race.

Putnam Weale Back To China With Bride

Mr. R. Lenox Simpson (Putnam Weale) the Peking correspondent and expert on Far Eastern subjects returned to China on a steamer which arrived from America yesterday with his bride, formerly Miss McCallum. He was married in America. Mr. Simpson, who has lived in China most of his life, left for America early in July. While in America he wrote numerous articles on the Far Eastern situation.

Gen. Maude Registers Another Big Success

Daring March Ends In Capture
Of Strongly-Entrenched
Position Of Tekrit

(Reuter's Agency War Service)

London, November 8.—An official despatch from Mesopotamia reports: Descending the Tigris on the 5th, our troops, with great gallantry, crossed 1,200 yards of open country and attacked the strongly-entrenched position held by the enemy covering Tekrit, 118 miles north of Baghdad. Sikh and Rifle Regiments captured the first two lines of trenches, inflicting heavy casualties on the enemy and repulsed a counter-attack, while our cavalry attacked the enemy's right flank and our artillery shelled the Turkish communications northward.

We carried further trenches in the afternoon and British and Indian cavalry charged over the trenches and cut down a number of retreating Turks. The enemy fled during the night, having burned some stores and blown up three dumps.

We occupied Tekrit on Tuesday. We took 132 prisoners and much material.

TENYO MARU REFLOATED

The Shanghai office of the Toyo Kisen Kaisha has received a cable from Yokohama stating that the steamer Tenyo Maru was floated Friday afternoon. No further particulars are given, but it is presumed that the steamer will now proceed to San Francisco with the passengers and cargo on Wednesday as previously advised.

ALLIED MINISTERS CONFER AT FRONT ON ITALIAN RELIEF

Visit King, Inspect Anglo-
French Re-inforcements
Moving into Line

IN HIGH SPIRITS

Men March With Serene
Confidence to Drive Back
Invading Armies

(Reuter's Agency War Service)

Rome, November 8.—Mr. Lloyd George, M. Painleve and the other Allied Ministers went to the front and conferred with the King of Italy for two hours on measures with a view to Allied co-operation. The party afterwards visited the British and French troops going to the front.

A semi-official note says that the British and French Ministers and Generals were able to fully appreciate the high spirit of the Italian troops marching with serene confidence to meet the invader.

BRITISH ENVOY OFFERS TO ACT AS MEDIATOR

Has Prepared Suggestions For
Compromise Between The
North And South

Sir John Jordan, the British Ambassador, is reported by the Chinese press to have offered himself as mediator between the North and South and has prepared a number of suggestions for a compromise. He has sent for the Consul-General at Canton, to hold a conference with him in order to decide upon the best step to take to hasten a peace conclusion.

President Feng Kuo-chang has telegraphed the entire contents of the new agreement to Inspector-General Lu Yung-ting and Tuchen Tang Chi-yao and asked them to consider the union of the country first and abandon their personal differences.

Japanese authorities in Peking have declared that the mission to Japan by Liang Shih-yi, the monarchist, is for the purpose of negotiating for the Arms Alliance under instruction of Hsu Shu-cheng, Vice-Minister of War. However, Premier Tuan emphatically denies the announcement, adding that the agreement has not yet been signed and the public will be informed at the time of its completion.

Tuchun Fu Liang-tso of Hunan has submitted his resignation following the recent defeats he suffered at Paoching, Hengshan and Chuting. It is not expected that his resignation will be accepted. However, General Chang Ching-yao will succeed him if he persists. Chang has demanded \$3,000,000 from Minister of Finance Liang Chi-chiao for his expedition to Hunan.

Troops and civilians of Heungshan on Macao Island have jointly declared independence from the provincial authorities. The local officials are given three days to leave the island.

The actual suspension of the payment of the Boxer indemnity will begin a month from today.

A prize court will be established in Shanghai.

In view of the protest of the Shanghai Defence Commissioner, General Lu Yung-hsian, Mr. F. M. Sah will not be transferred from his office of Commissioner of Foreign Affairs in Shanghai.

Further protests have been received by the government from the gentry of the province of Shantung against the establishment of civil administrations in Welhsien and Fangtse, two towns on the Tsingtao Railway, by the Japanese.

The secretariat of the President announces that the birthday of President Feng Kuo-chang falls on January 7. No congratulations or gifts will be received. Those who wish to give presents may send cash or food and clothing to the Bureau of Relief Funds for Shantung and Chihli.

German Soldiers Lack Food, As Prisoners' Faces Prove



That the German troops are not getting enough to eat is being proven by the features of the German soldiers taken prisoners by the British and the French. These two soldiers were captured by the French. Their hollow cheeks and sunken eyes indicate that the German army is short on rations.

WHOLE TURKISH ARMY IN EGYPT RETREATING

Falling Back Northwards, With
British Aviators Bombing,
Says Official Cable

(Reuter's Agency War Service)

London, November 9.—An official despatch from Egypt states that the whole Turkish army is retreating northwards, bombed by British aeroplanes.

Reuter's correspondent at Egyptian headquarters, in a message dated the 6th, wires:—Our achievements again were excellent today. We attacked the enemy's positions at dawn north and north-west of Beersheba, attaining all our objectives with a goodly bag of prisoners, guns and war material. Our new positions threaten part of the Turkish line and will probably compel them to evacuate the sector. Fighting still continues.

Today's offensive took place on a front of 20 miles. Owing to the capture of Beersheba, we were able to outflank the main Turkish line, which extended originally from Gaza to Beersheba and consisted of four elaborately organized systems of defence, with connecting trenches and scattered redoubts.

The Beersheba system, which was the most isolated one, fell into our hands, thanks to brilliant strategy, coupled with the sudden onslaught which turned the enemy's position by cutting off supplies along the Hebron road and threatening the Jerusalem to Sheria railway, which apparently disturbed the whole of the enemy's defensive plans, as they were suddenly obliged to meet a menace from the east, when all their principal defences faced south-west.

The unavoidable delay due to our advancing across long tracks of sandy waste enabled them to dig trenches across the line of our advance, but the mixed elements of regiments and Divisions which were thrown into these positions bear evidence of the confusion in which their organization was involved. Instead of meeting the frontal attack upon which apparently the Turks counted, they found General Allenby's forces threatening to enclose them within a pair of claws which were ever gripping more tightly. The execution of General Allenby's plans entailed a tremendous physical strain on all ranks, but their

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HAIG'S ARTILLERY CUT UP FRESNOY GARRISON

Supports Rushing To Assist Are
Devastated By Fire Of
Machine-Guns

(Reuter's Agency War Service)

London, November 9.—Field Marshal Sir Douglas Haig reported yesterday evening: The East Yorkshires took 21 prisoners in a successful raid northward of Fresnoy. Our machine-gun fire inflicted many casualties on the garrison trying to escape from our artillery barrage and the enemy's supports, attempting to advance, suffered heavily from machine-gun fire.

The enemy's artillery has been active in the neighborhood of Passchendaele. Our low-flying machines, on Wednesday, fired many rounds at troops and transport and dropped a number of bombs on trenches and billets. Three tons of bombs were dropped during the night-time on the aerodromes at Gontrode and St. Denis Westrem and the Lys Valley and also on railway communications, with satisfactory results.

Sir Douglas Haig reported this afternoon: We carried out a successful raid, last night, eastward of Hargicourt.

Paris, November 9.—The official communique issued yesterday evening reported that there have been lively artillery actions on the whole front north of the Aisne, in the sector south of Corbeny and in Upper Alsace.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Chikugo M. Nov. 13
Per N.Y.K. s.s. Kumano M. Nov. 15
Per N.Y.K. s.s. Yamato M. Nov. 17
Per N.Y.K. s.s. Kashima M. Nov. 18
Per N.Y.K. s.s. Hakual M. Nov. 19
For U.S. Canada and Europe:—
Per P.M. s.s. Venezuela Nov. 11
Via Vancouver Nov. 11
Per C.M. s.s. China Nov. 19
Per T.K.K. s.s. Shinyo M. Nov. 26
For Europe:—
Per N.Y.K. s.s. Kaga M. Nov. 21
Per N.Y.K. s.s. Yama M. Nov. 25

KERENSKY ESCAPES AND MAXIMALISTS ORDER HIS ARREST

Warn Any Assisting Him
Will Be Treated As
Guilty of Treason

WOMEN ARE LOYAL

Attempt to Hold Winter
Palace Against Rebels;
Reduced by Guns

ALL FORCES REBEL

Baltic Fleet and Army
Committees Pledged
To New Regime

(Reuter's Agency War Service)

London, November 8.—A statement issued by the Petrograd Agency announces that the Congress of Soldiers' and Workmen's Delegates of All-Russia has distributed proclamations to the Provincial Committees of Soldiers' and Workmen's Delegates, delegating their power to the Soviets (? Military Committees); relieving the Government Commissaries of their duties; ordering the release of arrested members of the Agricultural Committees and the arrest of the Commissaries who arrested them; abolishing the death penalty and re-establishing freedom for political propaganda at the front; ordering the release of revolutionary soldiers and officers who have been arrested for alleged political crimes and ordering the arrest of the ex-Ministers Konovalev, Kischkin, Terestchenko, Malanovitch, Nikitin and others.

Order Kerensky's Arrest

It is announced that M. Kerensky has escaped. The military are enjoined to arrest him and all guilty of complicity with M. Kerensky will be treated as if guilty of high treason. An unconfirmed report from Stockholm states that M. Kerensky has been arrested.

Reuter's correspondent at Petrograd telegraphs that the Maximalists have occupied the Winter Palace and also the premises of the General Staff. The former was defended by the Women's Battalion of Cadets, who surrendered after some gunshots from the cruiser Aurora and the Fortress of Peter and Paul on the opposite bank of the Neva and also the fire from machine-guns in armored cars manned by the Red Guards.

Fleet and Army Join Rebels

Petrograd, November 9.—A telegram from Helsingfors states that the delegates of the Baltic Fleet and the Army Committees have passed resolutions expressing their adherence to the Petrograd Committee of Soldiers' and Workmen's Delegates and the Revolutionary Committee, which they are ready to support to the utmost.

The Revolutionary Committee at Revel has occupied all important strategic points.

A telegram from Kazan states that the commander of the troops there, General Arhipoff, has been arrested.

The Military Cadets and armored cars have surrendered.

Belgian Turns Spy On Country's Allies

Captured In England, Sentenced
To Death; Verdict Commuted
To Imprisonment

(Reuter's Agency War Service)

London, November 9.—Official.—A Belgian has been tried by court-martial in London on a charge of coming to England for espionage and sentenced to death. The sentence has been commuted to penal servitude.

U.S. MAIL CLOSES TODAY

A supplemental mail for the United States, Canada and Europe via Vancouver will close at 4 p.m. today. Mail for Honolulu, America, Canada and Europe, via the Pacific Mail steamer Venezuela, will close at 1 p.m. All letter mail for America, Canada and Europe will be despatched via Vancouver, unless specially marked "Via S.S. Venezuela." The Stamp and Registry windows will be open between the hours of 11 a.m. and 1 p.m.

PAY OF AMERICAN SOLDIERS AT FRONT

Home Privates Get \$33 A Month And Second Lieutenants \$1,700 A Year

Washington, September 11.—All pay in the United States army is raised 20 per cent automatically, when the man goes into foreign service. Following is the domestic pay received by regular army, national guard and reserve officers and men now in service and to be received by the personnel of the conscript armies being raised.

Buglers and second class privates, \$33 a month, first class privates \$36.60 a month; artillery, cavalry and infantry corporals, saddlers, infantry, cavalry, field artillery and medical department mechanics, farriers and wagoners, \$40.20 a month.

Engineer, ordnance, signal corps, quartermaster's corps and medical department corporals, coast artillery mechanics, field artillery chief mechanics, third class musicians of the infantry, cavalry, artillery and engineers, \$40.80 a month.

Artillery, cavalry and infantry sergeants; field artillery, cavalry and infantry stable sergeants; artillery, cavalry and infantry supply sergeants; artillery, cavalry and infantry mess sergeants, cooks, horse-shoers, radio sergeants, firemen, band corporals, second class musicians of the cavalry, artillery, infantry and engineers and third class musicians of the military academy, \$44.00 a month.

Engineer, ordnance, signal corps, quartermaster's corps and medical department sergeants, stable sergeants of the engineers, supply sergeants of the engineers, mess sergeants of the engineers, all color sergeants, electrician sergeants of the second class, band sergeants, first class musicians of the infantry, cavalry, artillery and engineers and second class musicians of the military academy, \$51.20 a month.

Battalion sergeant majors of the field artillery and infantry, squadron sergeant majors, sergeant majors of the junior grade, master gunners, sergeant buglers, assistant band leaders, \$56.00 a month.

Regimental sergeant majors, regimental supply sergeants, sergeant majors of the senior grade, quartermaster's sergeants of the quartermaster's corps, ordnance sergeants, first sergeants, battalion sergeant majors of the engineers, battalion supply sergeants of the engineers, electrician sergeants of the first class, first class sergeants of the quartermaster's corps, engineers and signal corps; assistant engineers and first class musicians of the military academy, \$60.00 a month.

First class sergeants of the medical department, field musician sergeants of the military academy, \$66. Hospital sergeants, master engineers of the junior grade and engineers, \$84.

Quartermaster sergeants of the senior grade of the quartermaster's corps, band leaders, master signal electricians, master electricians, master engineers of the senior grade, master hospital sergeants, band sergeants and assistant band leaders of the military academy, \$96.00 a month.

This pay is for first enlistments. It increases with each enlistment in the regular army. Because of special qualifications and service, certain men in draw pay, or bonuses, beyond the regular enlistment pay, as follows:

"Mess sergeants, \$6; casemate electricians, \$9; first class observers, \$9; plotters, \$9; chief planters, chief loaders, second class observers, gun commanders and gun pointers, \$7 each; surgical assistants, expert first class gunners, F. A., and expert riflemen, \$5 each; private first class nurses, sharpshooters and first class gunners, \$3 each; second class gunners, marksmen, dispensary assistants and holders of the certificate of merit, \$2 each.

Enlisted men get all clothing and equipment free.

Officers, in addition to fixed allowances for quarters, heat and light, receive the following sums yearly, with provision for increase every five years for all ranks below brigadier general in the regular army.

Second Lieutenants, \$1,700; first lieutenants, \$2,000; captains, \$2,400; majors, \$3,000; lieutenant colonels, \$3,500; colonels, \$4,000; brigadier generals, \$6,000; major generals, \$8,000 and lieutenant generals, \$11,000.

JAPANESE MANEUVERS

Tokio, November 10.—The party of Chinese military officers who are watching the special maneuvers arrived in Tokio this evening.

MASONIC LODGE HOLDS INSTALLATION RITES

Brother H. Phillips Is Worshipful Master Of Northern Lodge Of China

Before a large gathering of Freemasons, Bro. H. Phillips was installed as Worshipful Master for the year of Northern Lodge of China, No. 570, E. C., on Friday night. The ceremony was performed by Wor. Bro. Geo. R. Wingrove, acting District Grand Master of the D. G. Lodge of Northern China, E. C., assisted by Wor. Bro. H. J. Clark, P. D. D. G. M. Amongst the visitors were the acting D. G. M. and members of the D. G. Lodge of Massachusetts A. F. and A. M., U. S. A., and representatives of practically all the Shanghai Lodges. The following officers were invested for the ensuing year:

Wor. Bro. W. J. N. Dyer.....I.P.M.
" J. W. Mackay.....S.W.
" F. J. Norbury.....J.W.
Wor. " C. W. Marshall.....Treasurer
" E. A. G. May.....Secretary
Wor. " F. G. Penfold.....D. of C.
" W. Nation.....S.D.
" N. F. Miller.....J.D.
" W. N. C. Allen.....Organist
" O. M. Green.....G.
" R. Grimshaw.....S.S.
" E. L. Allen.....J.S.
" A. W. Studd.....Tyler

Hokkaido Is Showing Results

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principally to the raising of rice which the shortness of the season made a difficult crop to bring to maturity.

"Some fifteen years ago experimental shipments of peas and beans were made to Europe and America. These were derived from the seeds brought in by the American agricultural experts during 1870-'85. They found great favor in foreign markets immediately and the exports rapidly increased until Hokkaido now produces over 250,000 tons of cereals yearly, one-half of which are shipped to Great Britain and France, while the balance, principally beans of the food variety, go to the United States.

"Since the outbreak of the war prices have advanced 300 and 400 per cent, until at the present day probably no part of the community is so well off as the agriculturist section. Coolie labor is also getting the benefit of advanced prices. In Otari for instance, the coolies loading boats easily average from 3 to 4 Yen a day. The island, originally covered with valuable timber, is now, however, turning into a rich agricultural and dairy country and will in a few years be one of the principal parts of Japan."

The fishing industry, Mr. King said, one of the earliest industries of the island, is still one of the principal sources of livelihood for the coast communities, and the salmon fishers market cargoes bringing from 10 to 20 million Yen yearly. Herring and sardines, used for fertilizer and oil are another large item. The population of the island is increasing, he said, at the rate of 10 per cent annually and modern transportation has brought the island into close touch with the rest of the country. The trip from Shanghai to Hakodate now takes but four days. Speaking of the attitude of the Japanese people toward the great war, Mr. King said that it was a mistake to suppose that the people are not fully informed on the progress of the struggle.

"It is a common idea," he said, "that the majority of the Japanese people are not well informed on the war. This is a mistake. There are many newspapers in Japan and they are read by all classes, from the coolie to the most intelligent.

"The lower class people are perfectly able to discuss the war. They have a much more thorough insight into affairs than they get credit for. I myself have heard coolies discussing the war, and their opinions are surprisingly lucid and convincing. It is entirely different from the idea outsiders ordinarily have.

"As far as Japanese relations with America are concerned I see no reason why they should not continue to be cordial. The United States is one of Japan's largest buyers. The business men of America and the business men of Japan have no desire for trouble certainly and their relations are most cordial throughout."

TANG TO SZECHUEN

Hanoi, November 10.—The Military Governor of Yunnan, General Tang Chi-yao, left Yunnanfu on the 4th, for Szechuen, to take command of the Yunnanese troops there. The town was decked with flags and a reception was held at his yamen prior to his departure.

At The Theaters

Program changes, new entertainment troupes and special features galore are on the menu for the theater-goer this week.

The Olympic shows a varied schedule for the week. Tonight and tomorrow night will be screened a five-reel Paramount success, the "Race," showing the popular stage comedian Victor Moore, assisted by Anita King. On November 15, 17, 18 and 19 will be shown for the first time here, Beatriz Michelena's powerful film hit, "The Unwritten Law."

Shanghai is fortunate in that its unanimous request for more of the wonderful music of the Russian artists, Mirotch and Piastro and the Dutch singer, Maria Last, has found a response with this trio of stars. They will give one last concert at the Olympic next Friday. The booking is at Moutrie's.

"The Great Idea," home talent variety and movie festival in aid of war work and charities, which scored heavily with the public at its premiere last evening, will be repeated on Wednesday evening. Booking is now open at Moutrie's and the entire gross income will go to the British Women's Work Association and the French War Charities.

A stellar new serial which is thrilling parts will have its first showing at the Isis Theater tomorrow night. "The Girl and the Game" is the title of the new film and its principal actress is Helen Holmes, whose activities in the movies have gained her the sobriquet, "Empress of Dare-Devilry."

The first two episodes of the picture will be displayed tomorrow. Tonight Mariani and Company will give their far-west performance at the Isis and there will be films, including the new mystery play, "The Phantom Bandit."

The Russian Cabaret party, comprising Mdlles. Davidova and Svetich, soprano and dancer, and M. Khmarin, impersonator, continue their popular numbers at the Apollo tonight. In a program which is rounded out by an excellent selection of film features. Today's matinee bills two episodes of the "Mystery of the Double Cross." A trio of clever exponents of fancy and comedy dancing are announced to open at the Apollo tomorrow evening. Richard and Gladie will appear in exhilarating demonstrations of the popular "rags" and tangos and Bell Chaplin is to do some Charlie Chaplin impersonations. There will also be the British and American Gazettes, two new episodes of "The Double Cross" and a comedy film.

The Fantastics will present their big program of vaudeville stunts at the Victoria tonight, the bill beginning at 9.15.

CONVENE TOKIO DIET

Tokio, November 10.—The 40th session of the Diet will be convened on December 25.

News Briefs

In spite of the order of the local authorities to hoist the national colors in honor of the inauguration of the National Council in Peking, yesterday, little enthusiasm was shown in the way of celebrating the occasion.

A joint celebration of the success of Japan in securing recognition by the United States of her special interests in China will be held towards the end of month, in Tokio, under the auspices of the Nippon-American Club in Tokio. The affair will also take the form of a reception to both Mr. Morris, the new American Minister and Count Ishii.

Three foreigners were charged in the British Police Court yesterday with various offenses. T. Poignand and Jack Poignand were up on three charges of larceny, their cases being remanded by Magistrate G. W. King for a week. Emanuel Hyndman was charged with inciting Peter King to steal a revolver and seven rounds of ammunition from the Chinese Customs House at Wosung Creek. He was remanded until next Thursday.

The Chinese Boy Scouts of Shanghai had a turnout yesterday in preparation for their big rally next Saturday. Led by the Scout band they paraded from the Bund to the Chang Su Ho gardens. They were in full uniform and under command of District Commander F. A. Robinson and H. H. Johnson.

In honor of the birthday of King Victor Emmanuel a reception will be held from 11 to 12 o'clock this morning at the Italian Consulate.

The "Great Fiction" section of the American Woman's Club reading circle will meet Tuesday morning at 10 o'clock in Mrs. B. Atwood Robinson's apartments at the Astor House. Henry David Thoreau and his "Walden" will be the subject of the meeting.

CONFIRM LU'S DISMISSAL

Peking, November 9.—A mandate appoints Inspector-General Lu Yung-tung a Ningwu Chiangchun and orders him to proceed to Peking immediately. Lung Chi-kuang is appointed as his successor. Lu Yung-tung's new appointment is equivalent to dismissal and is the final challenge by the Central Government.

A further mandate points out the danger of having miscellaneous troops stationed in Canton and holds Governor Li Tao-han responsible for the withdrawal to their own province of the Kwangsi troops and the disposal of the others without delay, in order to preserve peace.

AERO TENDER AGROUND

Tokio, November 10.—Official.—The aeroplane tender Wakamiya went aground in Kurushima Channel, on Thursday afternoon.

Whole Turkish Army In Egypt Retreating

(Continued from Page 1)

exceptional fitness has been proof to every call. Welsh and troops from the home counties opened the fighting this morning on the right flank of our attack. They rushed Kuweilfeh Ridge, ten miles north-east of Beersheba, in a furious onslaught, after marching the greater part of the night, practically annihilating one battalion of enemy troops and capturing numerous prisoners and a few guns.

Apprehending this move, the Turks had concentrated in some strength and counter-attacked vigorously, recovering a little of the lost ground, but our men were as steady as rocks and beat off the efforts of the enemy most successfully. While dismounted Yeomanry attacked the trenches covering the station and bridge at Sheria.

By mid-day, we were masters of the whole line in this sector and, by the evening, we had advanced the intervening three miles and occupied the place itself. Four guns were captured here. On our left flank, Yeomanry, London and Irish troops attacked the Kawukah system, one of the main features of the Turkish line. It was a veritable labyrinth of trenches, with extensive wiring, but the enemy had been so completely deceived by our tactics and so impressed by our threat further east that it was comparatively lightly held and succumbed speedily to the dashing assault made by our troops.

Throughout the operations, the weather was most unfavorable, owing to a heat-wave, a most unusual thing in November. Our men are described as going into action with their tongues hanging out, like a pack of hounds.

Yesterday, the New Zealanders had a sharp brush with the enemy, who attacked with fixed bayonets, but were driven off by our machine-guns, with a loss of 300 men killed or wounded.

The Lingering Guest

(From the Atlanta Constitution.)
'Fears like trouble's never done,
'Won't be up an' gone;
Sometimes, too, can't find a one
You can blame it on!
Then it hits a feller double—
When he knows he made the trouble!

Yit, I'm thinkin' trouble's best
For some folks a-livin';
Who, with all the world's joy blest,
Never give thanksgivin'!
Yit it ain't for me to blame 'em;
It's old Trouble's task to tame 'em!

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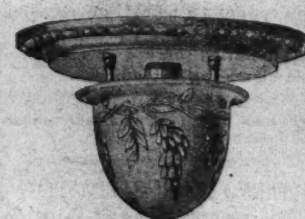
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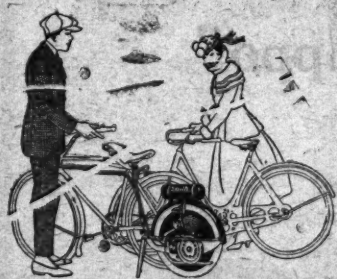
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BOLSHEVIKS NOW LET THEORIES RUN WILD

Freaks, Harmless in New York Or London, Prove Deadly in Petrograd

SWIVEL MACHINE GUNS Massacre Of Children And Parents in Canon Of Buildings in Russian Capital

By W. G. Shepherd
Petrograd, August 28.—(By Mail.)—What is a bolshevik?

As a general thing, he is an unmarried man, with no home of his own, no responsibilities to children or family. He has no personal affairs of his own to look out for, therefore he sets out to regulate the world.

In any of the good sized towns of the United States you can see bolsheviks. They usually have flowing ties, wear their hair long, do not shave overmuch, and spend their time showing how wrong things are in the world. A woman bolshevik bobs her hair, if she ever touches it at all.

I have seen them in studies in Washington square and in basements in London. I have always considered it a thrilling thing to know an anarchist of the bolshevik type; they are generally considered picturesque even if they are smelly.

But, lying on the pavements of the Letenie the other day, with bolshevik machine-guns pouring a rain of bullets down the canon of the buildings, killing and wounding helpless men, women and children, my former opinions as to the bolshevik was abruptly changed. Opinions of bolsheviks are picturesque, when they are only opinions. When they are translated into deeds, they are deadly.

Women Aid in Massacre

There were women bolsheviks in that massacre on the Letenie. The last thing I saw before I threw myself to the sidewalk, was a bob-haired woman, standing in an automobile, beside a machine gun which rested its muzzle on the foisted top. It was leading the parade of Kronstadt sailors who, fully armed, were marching toward the duma building; she stood erect like a goddess of madness, with a wild light in her eyes. Half a mile down the street, even as I was looking at her, I heard three shots. They were the signal for the massacre.

The shots ran up along the line of the parade, like fire along a fuse. I saw a movement of persons in the automobile. I did not see what became of the woman but suddenly, from the machine-gun beside which she had stood, a drum fire of death was poured into the crowds.

Here was all the wild talk I had ever heard among the anarchists of London, New York and Chicago, come true; translated into a massacre. I was seeing bolsheviks at their best; they were showing us all they had; all the theories they had stowed away in their black minds through the times of peace; all the beliefs they had cultivated in their conferences around coffee tables or beer steins; all that they had gained from the wild and sometimes contraband books that anarchists write and read all these things were being spoken now by these guns that were killing us by standing folks in the street. The brotherly love that anarchists say will one day rule the world, if anarchism prevails, was totally lacking.

Preach German Doctrines

These bolsheviks of Russia—and they include the bolsheviks of other countries—have strange beliefs. They want the war to end because, they say, the war is interfering with the brotherhood of men. That is just the sort of doctrine the Germans want to have preached just now, through the earth. The Germans, thereto who seem to exist in great but subtle strength in Russia, have used the bolsheviks to such an extent that it is impossible, in Petrograd these days, to distinguish between a bolshevik and a German.

In their turn the bolsheviks have used the common people of Russia, both in the army and out of it. By their speeches and their newspapers they had half convinced the working people and the tired Russian soldiers that, if they would only stop helping along the war, their troubles would come to an end; the food shortage would vanish; the bread lines would disappear; soldiers might return to their families and everything would be as before—better than ever before—with the Russian common folk. The bolsheviks believe that folks throughout the world are like a baby bulldog that, when its tail is pinched, will not turn around to bite the pincher but will bite the nearest living object in front of it. Some one of them explained the matter to me. "The capitalists of the earth started this war," he said, "and they all keeping it up. What we common folks must do is stop biting each other, we must turn and bite the capitalists and make them end the war."

It only shows the topsyturvydom of the world when I say that this very man was one of those who was out on the streets with machine-guns the other day, killing women and children, to prove his theory, that all men are brothers and that capitalists ought to be killed.

I don't attempt to analyse bolsheviks. I've only tried to describe their indescribable madness. Talking is bad enough; but their Petrograd massacre was an insane orgy. Side by side with the Germans, side by side with the friends of the ex-Tsar who want to see him reseat on the throne, they fought common people and killed them with a ruthlessness that only a Tsar would have used.

Nine More Gallant Men Gain The Victoria Cross

(Reuter's Agency War Service)

London, November 8.—Further stirring stories of heroism are told in the Gazette, today, which announces the giving of nine new Victoria Crosses, the recipients including three Canadians and one Australian.

Perhaps the most remarkable story is that of Captain Olliv Learmouth, late of the Canadian Infantry, who had already won the Military Cross. He received the Victoria Cross for most conspicuous bravery and exceptional devotion to duty.

During a determined counter-attack on our new positions, in which his Company was momentarily surprised, he instantly charged the enemy and personally disposed of the attackers. Later, he carried on a tremendous fight with the advancing enemy. Although under an intense barrage fire and mortally wounded, he stood on the parapet of the trench, bombed the enemy and continuously directed the defence so as to infuse a spirit of the utmost resistance into his men.

On several occasions, this very brave officer actually caught bombs thrown at him by the enemy and threw them back. When he was unable, owing to his wounds, to carry on the fight, he still refused to be carried out of the line and continued to give instructions and invaluable advice to his junior officers, eventually handing over all his duties before he was evacuated from the front line to the hospital, where he died.

Another fine story is that of Second Lieutenant Montagu Moore, of the

Hampshire Regiment, who received the Victoria Cross for most conspicuous bravery in operations necessitating a fresh attack on a final objective which had not been captured. Second Lieut. Moore immediately volunteered for this duty and dashed forward at the head of some seventy men.

They met with a heavy machine-gun fire from one flank, with the result that he arrived at his objective, which was about 500 yards distant, with only a Sergeant and four men. Nevertheless, he immediately bombed a large dugout, took 23 prisoners, two machine-guns and a light field-gun.

Gradually, about 60 more officers and men arrived. Second Lieutenant Moore's position was entirely isolated, as the troops on the right had not advanced, but he dug a trench and repelled bombing attacks the whole night long.

He was forced to retire a short distance, in the morning, but, when the opportunity offered, he immediately re-occupied the position, re-armed his men with the enemy's rifles and bombs, as most of their own had been smashed and beat off more than one counter-attack. Second Lieutenant Moore held his post, under continual shell-fire, for 36 hours, until his force had been reduced to 10 men out of six officers and 130 men who had started the operation.

He eventually got away his wounded and withdrew under cover of a mist. As an example of dashing gallantry and cool determination, this young officer's exploit would be difficult to surpass.

MANY U.S. OFFICERS WOULD AID RUSSIA

Growing Sentiment in America Favors Sending Troops, Says Tokio Y. M. C. A. Man

Tokio, November 3.—"If the opinion of the many high American army officers with whom I have talked represents the opinion of the American Army as a whole then that Army favors sending a force to Russia, provided always, of course, that Russia is willing."

This interesting statement was made to a representative of The Advertiser yesterday by Mr. Howard D. Hadley, a member of the American Y.M.C.A. party now en route to Russia. Mr. Hadley will represent the New York Tribune in Russia. He is of the opinion that this feeling will increase in the American Army unless the Russians definitely state their unwillingness to have American soldiers co-operate with them.

"The American people too, are intensely interested in Russia and anxious to help her," said Mr. Hadley. "Mr. Charles Edward Russell, who was one of the Commissioners in the recent Root Mission to Russia is lecturing throughout America in advocacy of the despatch of an American force to help the Slavs, and he is everywhere enthusiastically received, although Senator Root has advised against this plan. But the Americans see no reason why Russia should not be glad of their aid, particularly as it is already going out to France. Americans remember that Russia saved Paris in the first months of the war by a quick blow on Germany's eastern front, they remember what sacrifices Russia has made for the cause of the Allies during three years of terrible war and they are not inclined to be impatient with Russia because she is not fighting now."

Mr. Hadley says the reports that some parts of the United States are not enthusiastically in favor of the war are unfounded. "America is in it to the end," he said emphatically, "everywhere the feeling is, 'we must see it through.'"

The American newspaperman declares that by Christmas it is planned to have 300 American Y.M.C.A. workers in Russia. Several times that number are already in France. The men who are going to Russia in this work, he said, are not going with the idea of forcing their ideas on the Russians, but are going merely to place themselves at the dis-

posal of Russia and help in any way they can. The expectation is that Y.M.C.A. "huts" will be erected close to the front as has been done in France and Belgium.

The party of which Mr. Hadley is a member will sail for Vladivostok from Tsuruga next week.

Shanghai Baptist College Notes

The money has just been labled to the College for the erection of the Haskell Gymnasium. Work will begin at once. On Thursday evening, November 8, Mr. W. T. Tao of Nanking Government Teachers' College spoke to the students of the College and Academy on "Education as a Career."

The Christian Home Club will meet Sunday evening, November 11, at 7 o'clock. The speaker will be Mrs. Katherine Willard Eddy who is travelling through China with the Buchanan Evangelistic Party. Mrs. Eddy is one of the national secretaries of the Y.M.C.A. of the United States. Miss Willard, Mrs. Eddy's sister will sing.

Mrs. J. H. Scott of Osaka, Japan, with her mother, Mrs. Brown of Michigan, U. S. A., is staying over the week end with Mrs. White.

Last Monday afternoon, a party of fourteen Baptist missionaries en route to India on the S.S. China paid a visit to the College.

Word has recently been received from Professor Fred C. Mabey, the Head of the Science Department of the College. Professor Mabey and his family spent the summer in Canada visiting relatives and early in the fall went to Brookline, Mass. It is probable that he will take graduate work in the Massachusetts Institute of Technology this year. He is to return to the College in the fall of 1918.

Vice-President Tong Sing-en of the College, the originator of the Six Hundred Character Schools reports that the schools are making great strides. Three hundred of them with an enrollment of over three thousand students are scattered through every province of China. At the end of his course each student takes an examination and if successful he receives a certificate issued by Mr. Tong. Mr. Tong is hard at work editing books to be published in the Six Hundred Characters for the use of the graduates of his schools.

OLD FRIENDS MEET ON FRENCH FIELD

Military Attaches in Russo-Japanese War Now Together As Allies

PERSHING A LIEUTENANT

Other Members Of Mess Were General Corvisart And Von Etzel Of Kaiser's Army

By Henry Wood

With the French Armies, October 10.—(By Mail.)—When the victorious French polus swept up the slopes of Mortomme recently the fortunes of war brought together on the same field of battle three generals, who as lieutenants had served together as military attaches with the Russian army in the Manchurian campaign.

One of these was General Corvisart, commanding the troops who wrested the final possession of Mortomme from the Germans. A second one was General Pershing, commanding the American Expeditionary Corps in France. The third one will be named later. During the Russo-Japanese war, half a dozen of the military attaches of the great powers messed together and constituted practically a little family. All of them were lieutenants then.

When Corvisart and Pershing, both of whom have become generals since then met by accident just before the second battle of Verdun, and renewed their old Manchurian acquaintance and friendship, General Corvisart invited General Pershing to witness the impending battle on the left bank of the Meuse from his own observatory. As the battle progressed the generals exchanged reminiscences and asked after other members of the old time mess.

General Pershing asked what had become of Lieutenant—The British member of their attaché mess, and was apprised that he had died with the rank of colonel early in the present war.

Then a gleam of new interest suddenly came into General Pershing's face. "But Von Etzel" he asked "Lieutenant Etzel, the German attaché and member of our mess? What do you suppose has ever become of him?"

"Oh, Von Etzel" replied General Corvisart, with an even greater gleam of pleasure in his face. "Oh, he too is a general now." Then turning suddenly towards the battlefield he added, "And if you will look quickly Mon General, you will be just in time to see my victorious polus chasing the fall end of General von Etzel's army over the crest of Mortomme. General von Etzel, our former companion of the Manchurian mess, is the German General commanding in front of me."

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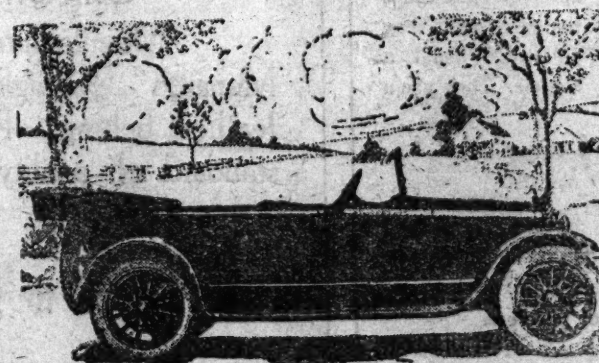


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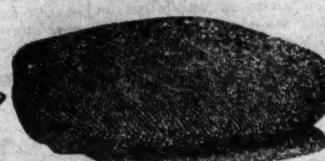
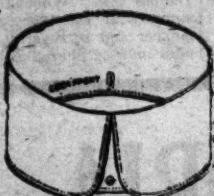
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Give it the hardest possible wear and it still retains its form. Just the hat for the bright sunny days when the going is good.
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A good solid value. The coat for "fine or rainy" days. An all round useful coat and cheap at its price.
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A "Warm" thing for present wear. Extra long and a "fast" color
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The "Valley Field" Boot
A "regal" value. Can be worn with absolute confidence and is right for the dirtiest weather.
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Something quite new season. Cherry, Strawberry, & other fashionable tints. Certain winners of public favor.
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The "Winsome Dahlia" Hat
A slashing value and attractive in appearance. Greys have now returned to their former popularity and are good at
Price \$5.75 each



The "Anglo Dane" Coat Sweater
The "Cream" of our new values and a rattling bargain at its price.
"Wire" for one of these.
Price \$7.50 each



The "Hawthorn" Felt Hat
A new line from the same house as the "Gladiator" Hat. We expect to sell it freely this week.
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The "Triumph" Coat Sweater
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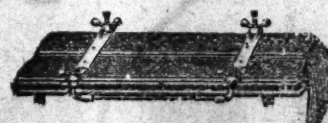


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MISS TAFT NEW DEAN AT BRYN MAWR COLLEGE

Only 26 She Is Gracious Yet
Dignified, Young Yet
Mature

Philadelphia, October 3.—Helen H. Taft, an ex-President's daughter, took up her new duties as dean of Bryn Mawr College yesterday. All day long, while the trunks were being piled on the station platform and girls from all over the country were streaming into the campus—more girls than ever—the youthful dean sat way back in her private office in Taylor Hall.

Not that she was taking her duties lightly, for outside her closed door was a sign, "Office Hours This Week," which seemed to take up morning, afternoon and evening. And it was further stated that Dean Taft wanted to see personally every new student entering the college.

That is what the ex-President's daughter, only twenty-six years old, was doing all day yesterday. She was advising girls about their studies and talking to many parents, who had accompanied their daughters. Outside her door, long rows of students sat, waiting for their turns. To take up her time for anything but her immediate duties seemed out of the question.

But when one did finally sandwich oneself in between two freshmen girls, Miss Taft was graciousness herself. Her office is large and her desk way at one end with windows in back of her. As she rose in greeting, one would have no hesitancy to prophecy that the new dean, shall we say in spite of being a President's daughter, will be a great success at the college. She was gracious yet dignified, young yet mature. In fact, she seemed just the combination that would make the girls want to come and ask "What would you do?" And that is just why President Thomas and the board selected her. They thought she was young enough to know just exactly how the girls felt, yet sufficiently mature by her unusual opportunities in the White House when her father was President to give them good advice. The first two years of her father's presidency she spent at the college, but she was called to Washington by Mrs. Taft's delicate health. Therefore, for two years Helen Taft often had to act as hostess for her father. Then she returned to complete her college course, finishing with the class of 1915, and since then she has been working for a Ph. D. at Yale University.

She never once has taken advantage of her father's prominence, and she does not propose to now. In fact, she is determined to make her own way and is not a bit set up about her present appointment.

"Time will tell what I can do," she said when she was told how pleased the girls seemed about her and what a splendid opportunity she had.

She greatly resembles her father as to face, but is girlishly slender and quite tall. Yesterday she was perfectly dressed for the occasion in a serge dress with white satin at throat and cuffs.

NEW U. S. FLEET READY NEXT YEAR

Remarkable Progress Has Been
Made In Constructing Destroyers—Trials Promising

Washington, October 3.—Such remarkable progress has been made in the quick building of the immense fleets of American destroyers to cope with the submarine campaign that the Navy Department now is assured of much quicker delivery of the ships than was contemplated at the last estimate, which in itself was far ahead of the original time. Progress on the ships now building and arrangements for others to follow, it was said today at the Navy Department, are such that the American navy will lead the world with its destroyers within eighteen months.

It is now certain that all destroyers now building will be delivered ready for duty in European waters early next year. Many of them had not been expected until the winter of 1918. Approximately ten months have been saved.

The full success of the project, however, depends on the extraordinary powers granted to the President in the bill now pending. The Administration measure was altered in the House. The Senate committee restored the provisions naval officers consider vital to success, and the navy hopes the bill will become a law in substantially its original form. It is now in conference. Its progress is being watched anxiously, as tentative contracts are subject to change if the bill is altered.

All new destroyers are of a new design worked out by the Navy Department and showing radical changes from any of these craft now afloat. The great majority of them will be thirty-five-knot vessels of improved seakeeping qualities, adding to their effectiveness as submarine hunters. The first of the new type has been tried out with results that amazed the officers who made trial trips.

The rate of warship production in the United States has been increased to such a point that a greater amount of fighting tonnage is being produced in a given time than has ever been achieved before by any power.

NO ROMANCE LEFT IN WAR BY SCIENCE

British Transport Captain Calls
It 'Dirty Business'—How He
Lost Twenty Men

Manchester, Eng., September 15.—"There is no romance left in war; it is a dirty business, and every one of us who is in it is determined that when we finish this war, it shall be so thoroughly finished that nobody will ever start another."

Thus writes a British transport captain in a letter to his local newspaper, describing how he had just lost twenty of his men, although they were nearly a dozen miles behind the front, through a shell from a German long-range naval gun fifteen miles away. The shell was a chance shot. Here is the captain's story:

"We have descended on a war of stink-pots, of speckled chemist leering horribly in obscure laboratories while they concert the tortures of the damned, of mediaeval poisons, of flying death from the clouds. It is less like war than some elemental devilishness which man is as powerless to control as he was the volcanoes which overwhelmed Pompeii or St. Pierre. It is not alone in the forefront of the battle where men stand face to face, but in quiet places far back, where death flings himself with outrageous violence and maddeningness. The dead men have never seen their foe; there has been no contest, no combat."

"I witnessed an incident today the like of which I have seen before, the like of which is happening every day along these hundreds of miles of battle line. It is as well you should hear of it who have a quiet roof over your heads, who wait placidly under your umbrellas at the street corner for your tram car."

"I was at a cross road, and a vast amount of traffic was moving by it, guns and wagons and panting motor lorries and officers on horseback and ambulances. Far in front hung motionless in the air the long row of balloons that marked the circle of the front."

"It endured perhaps but two seconds before it precipitated that frightful tragedy towards which it was moving, but every second was an age. Every man who heard it held his breath. Now the whistle changed to a sudden plunging roar. A quarter of a ton was falling headlong through space and yet invisible. A rocking crash, and up from the road leaped a volcano of black earth and smoke and stones. The whole air filled itself with shrieking bits of metal, whirling swatches of dust, and choking fumes. Horses were plunging, men cursing. Above all rang the screams of mortal agony."

"I gazed with horror towards the spot and saw a wagon lying with its wheels up in the ditch, its horses lying motionless near-by. In the grass by the road-side lay some inert figures of men whose absolute motionless told its own tale."

"One thought of the homes suddenly emptied far away, of mothers, and wives, and children that would wait in vain. And it has all been done by the unseen hand that had just pulled a string fifteen miles away."

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Fantastics Tonight

Tonight at the Victoria Theatre, Frederic Shipman's Fantastics will repeat the present attractive program. This program is one of the finest the Fantastics have yet presented.

Chief among its novelties is a fine dancing act presented by Ivy Aldous and Fred Keeley. In this act, the agile couple give an "Original Waltz" number, which is most artistic. Mr. Keeley then gives an exhibition of step dancing seated on a chair, and then with Miss Aldous a clever and

novel "Staircase Dance" in which both dancers do a variety of steps up and down a staircase.

Another novel act is the comedy, "The Burglar and the Maid," in which Fern French and Redhead Wilson do some acrobatic and dancing stunts. Miss French does a very pretty toe dance, amusingly burlesqued by Mr. Wilson. The Black sisters have a fine musical act, in which the beautiful violin playing of Nellie Black and the flute playing of Elsie Black are given prominence. Leonard Nelson, Billie Seaton and Hilda Felstead are given new stories and songs.

There will be another program

presented tomorrow night, when the company gives the first of its last three performances. The booking is at Moutrie's; today at the Victoria Theatre.

Obituary

Memorial For Mr. Hada

A memorial service was held yesterday afternoon at the Higashi-Honganj Temple on Woonchang Road, in memory of the late Mr. C. Hada, a pioneer and successful Japanese business man of Shanghai, who died Nov.

5 at his home in Kyoto, Japan. A large and representative gathering of Japanese, Chinese and foreign friends attended the ceremony and paid their last respects to a large photograph of Mr. Hada, which was surrounded by numerous floral wreaths.

The late Mr. Hada had for some time past been suffering from stomach troubles, and a few months ago returned to his native city in the hope that a few months' rest and the bracing air of Japan would bring him back good health. Not finding himself feeling much better, he entered a hospital and had recovered somewhat, up to within a short time of his death, when a relapse set in, and he finally succumbed. He was only 47

years old and his premature death comes as a shock to his friends here. He leaves a widow, who is at present in Kyoto, and she was with him at the time of his death.

Mr. Hada first came to Shanghai in 1890 together with a number of other Japanese young men, as a student in the Chino-Japanese Commercial College, and some years later went into business here. In 1910 he took over the business of Nakai and Co., which was afterwards converted to the present firm of Daishin and Co. with offices at 9 Siping Road. He represented some of the largest Japanese paper mills and within the last few years also acquired the Shanghai Paper Mill at Footing.

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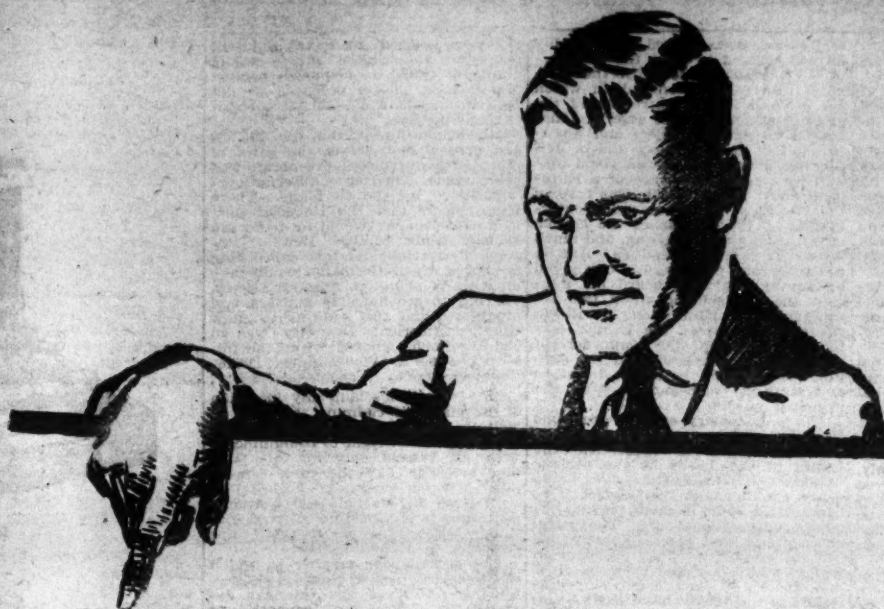


Ray Traynor, the Paragon of the Piano.



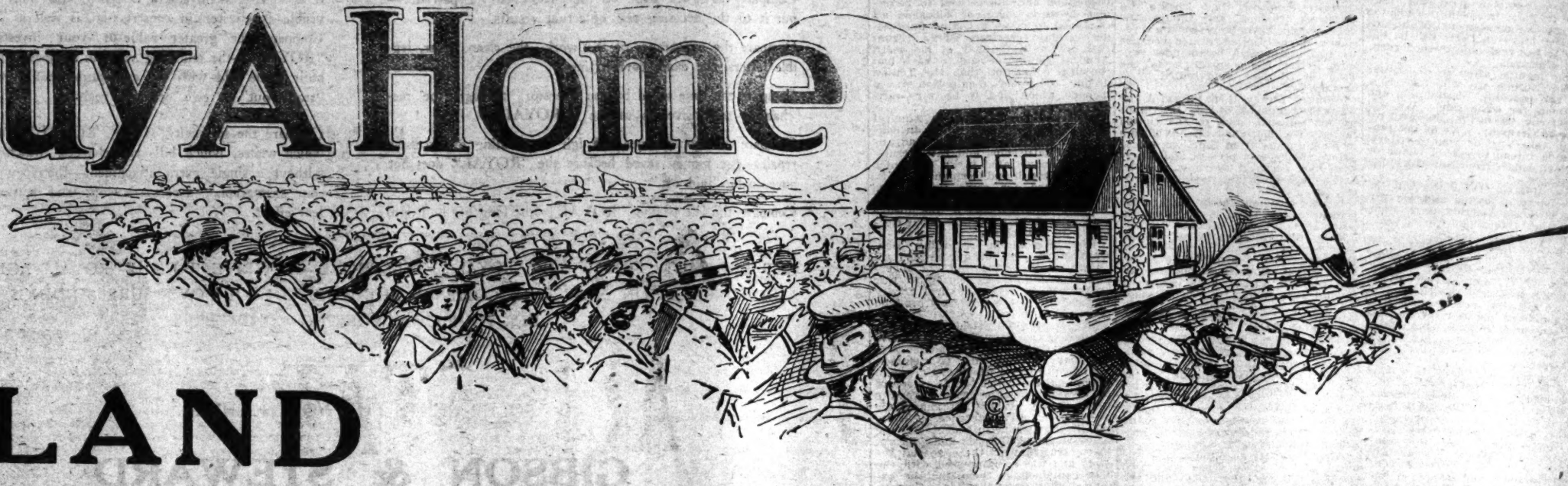
Leonard Nelson

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Dewey Gave Warning Of Germany's War Plans

By Albert Whiting Fox.

(New York Sun, September 30)

Paris in two months, followed by the crushing of England in two years, and a military excursion to win the rich prizes on the Atlantic seaboard in the United States—this in effect was the German plan which Senator James Hamilton Lewis of Illinois referred to in the Senate last week when he told of a warning received by Admiral Dewey from Admiral von Goetzten as long ago as 1898. The idea seems plausible from the way we have seen German ambition in operation for more than three years. It seemed plausible to only a few Americans fifteen years ago. Admiral Dewey was one of the few.

Senator Lewis has informed me that he was in error as to certain details when he made his sensational statement on the floor of the Senate, and he has made haste to correct the inaccuracies. These details, however, are less important than the main points brought out, namely, that Admiral Dewey firmly believed Germany had secret plans to embark on a war for world domination and that he did all in his power to impress this warning on the United States Government.

Senator Lewis said that in the record of Admiral Dewey appears the following statement made to him by Admiral von Goetzten at Manila in 1898:

"About fifteen years from now my country will start a great war. She will be in Paris in about two months after the commencement of hostilities. Her mission on Paris will be but a step to her real object—the crushing of England."

"Some months after we finish our work in Europe we will finish our work in America as we wish. Don't forget this about fifteen years from now."

It develops now that Admiral von Goetzten did not make the statement directly to Admiral Dewey, but that he made it to Major Barber of the United States Army in Havana in 1898. As Admiral von Goetzten was acting as official observer for the Imperial Government at the time, Major Barber at once made a record of the statement and forwarded it to Admiral Dewey.

The German boast, it appears, was inspired by resentment at what Germans termed the high handed methods of Admiral Dewey while he was in command of the American squadron after the battle of Manila Bay. Admiral Dewey was at that time compiling records which he subsequently submitted to the Navy Department in narrative form and which were made public. Part of Dewey's revelations concerning German ambition were, however, communicated verbally to President McKinley and to the Bureau of Naval Intelligence. It was of course necessary at that time to avoid making public and official reports from Admiral Dewey which might bring official protest from Berlin.

The statement communicated by Major Barber harmonized with the threats which German naval officers made boastfully to Admiral Dewey after Vice-Admiral Diederichs arrived in Manila Bay on his flagship, the Kaiserin Augusta, on May 12, 1898. It was perhaps for the purpose of causing the American naval representatives to show more regard for German commands with respect to the blockade regulations then being enforced by Admiral Dewey that the Germans sought to emphasize the difference between the rights of the United States, virtually helpless from a military viewpoint, and those of the Imperial German nation, armed to the teeth.

Admiral Dewey in his records goes into this phase of German arrogance, but he first paves the way for it by outlining the beginning of the friction between American and German naval representatives in the Far East at that time.

"Aside from the crisis of our relations with Spain," Admiral Dewey said, "it was a critical period in international relations in the Far East."

"Germany, in forwarding her ambitions for colonial expansion, had just taken Kiaochow as a punitive measure for the killing of missionaries, thus bringing the province of Shantung under the sphere of her influence."

"A feature of the Imperial German policy at this time was the Kaiser's sending of his brother, Prince Henry of Prussia, to the Far East, flying his flag as a Rear Admiral and second in command of the German squadron. The Prince arrived at Hongkong on March 8."

"Soon after the arrival of the German squadron a curious international incident arose. Some of the German seamen came on board the Olympia to pay a friendly visit to members of our crew. Among them was a seaman of the cruiser Gefion who was recognized by the officer of the deck and by others of our personnel as a deserter from one of our own ships. As he wore the German uniform and belonged to the crew of a German man-of-war he could not well be arrested. But when the fact that he was a deserter had been proved indisputably he was ordered to leave the ship."

"A correspondence with the German Rear Admiral ensued, in which our demand for the surrender of the deserter was met by the assertion that he was a German subject and a seaman in the German navy and in neither capacity would he be given up."

"Owing to the presence of a European royal prince which was rare in the Far East, there was much entertaining by the officials of the British crown colony of Hongkong, and much interchange of hospitalities. Among the numerous dinners was one given by Prince Henry on board his flagship, the Deutschland when the acting governor, Major-Gen. W. Black, the commandant of the British station at Hongkong; the commodore of the American squadron and the captains of several British, American and Russian men-of-war were the principal guests."

"As is customary on such occasions toward the end of the dinner Prince Henry proposed in succession the health of the heads of the various nationalities represented, toasts being drunk standing and the Deutschland's band at the same moment playing the appropriate national air. The usual procedure is that after a toast to his own sovereign the host proposes in turn the health of the ruler or chief magistrate of each country represented at the table, these toasts being given in the order of rank of the senior officer present."

In this case the first toast was naturally one to the health of the German Emperor, then one to the Queen of England, and though the next should have been to the President of the United States because we had a squadron commander present, Prince Henry made it to the Tsar of Russia, represented by a captain."

Admiral Dewey then informed the Navy Department of the aftermath to this unusual snub to the United States. He instructed all his officers to remain away from functions where Prince Henry was present and otherwise took occasion to show that he had noticed the slight upon his country."

It was common gossip that Prince Henry had offered purposely in order to take some of the "conceit" out of the American naval officers, who seemed to take their duties too seriously. The incident led to rather awkward developments, however, so the German Prince took steps to smooth the feeling of the offended Americans and explained he had not intentionally slighted the President of the United States.

This, Admiral Dewey shows, was but the beginning of German arrogance toward the American naval representatives. He explains in his records that much connected with his friction with Vice-Admiral Diederichs, commanding the German Asiatic squadron, was communicated verbally to the Navy Department or to President McKinley.

After the battle of Manila Bay, Admiral Dewey says, there were two German cruisers, the Irene and the Prinz Heinrich, in nearby waters.

"Our flagship was off Cavite, our colors were flying over the Cavite naval station and our authority was paramount. In view of these facts the British, French and Japanese saw and acted on the obvious propriety—as foreign men of war did in the civil war—of reporting to the commander in chief of the blockading force and asking where they should anchor."

"The Irene had come from Nagasaki. Although she may not have heard the news of the victory before leaving Japan, she definitely had the information from an English steamship the morning of her arrival. Nevertheless she steamed by the Olympia without stopping and dropped anchor where she chose."

"The second German ship, the Cormoran, came in at 3 in the morning. Naturally it was our business to be on the alert. When her lights were seen a steam launch was sent to board her. She gave no heed to the steam launch's hail. Even though a man of war flew a German flag, it was possible that she was a Spanish ship using the German flag as a ruse. According to the laws of blockade it was our right and duty to board and identify her."

"In order to get the attention of the Cormoran the Raleigh fired a shot across her bow. Then she promptly came to."

"On May 12, Admiral Dewey continues, Vice-Admiral Diederichs arrived on his flagship, the Kaiserin Augusta. Three other German cruisers were in the harbor and more were expected."

"As my rank was inferior to Vice-Admiral Diederichs's I made the first call. In the course of conversation I referred to the presence of the large German force and to the limited German interests in the Philippines (there was only one German commercial house in Manila) and this in a courteous manner, amounting to a polite inquiry, which I thought was warranted."

"I am here by order of the Kaiser, sir," was Vice-Admiral Diederichs's reply."

It had become evident to Admiral Dewey by this time that the Germans were making a point of not recognizing American prestige or authority. The strained relations between the German and American squadrons went from bad to worse."

Germans spread stories seeking to ridicule America's naval strength and cast reflections on all matters pertaining to the American war measures. Many of these stories reached the ears of Admiral Dewey. The

Germans seemed to have a latent fear that the United States would graduate from a helpless pacifist nation to a nation prepared to defend itself. This did not at all suit German policies."

Meanwhile the fact that the Raleigh had fired a shot across the bows of the German cruiser Cormoran was being made a matter of international importance by the Germans. There were rumors that the Imperial German Government would demand an apology from Admiral Dewey. Reports flew thick and fast concerning measures which Germany would take up with Washington. Admiral Dewey, desiring to see how far matters had progressed and also wanting to know whether American authority was to continue to be ignored wrote the following note to Vice-Admiral Diederichs:

"I distinctly disclaim any intention of exercising of claiming the droit de visite of neutral vessels of war. What I do claim is the right to communicate with all vessels entering this port, now blockaded by the forces under my command."

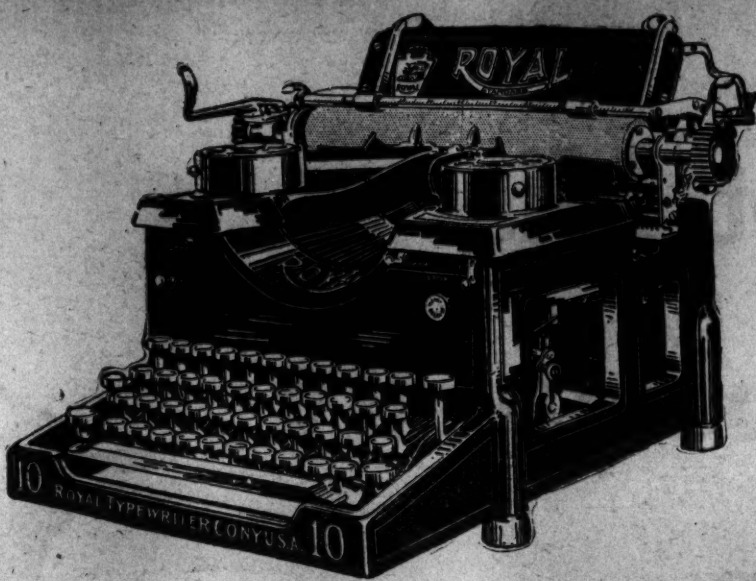
In spite of this note the Germans continued to be a source of trouble to Admiral Dewey as long as their ships remained in Manila harbor.

The discourteous manner in which the Germans treated Dewey's request for the return of the American deserter, the slight which Prince Henry gave to the honor of the nation before the naval representatives of the other Powers and his refusal to recognize Dewey's rules of blockade all combined to make a lasting impression on the American officer. From that day until the day of his death Admiral Dewey is said to have had the firm conviction that the Teuton dream of world domination was a menace which had to be very seriously considered."

When I last talked to Admiral Dewey in Washington it was in connection with the respective advantages of battleships and battle cruisers as demonstrated in an encounter between British and German warcraft. He hesitated for some time before permitting himself to be quoted, and jokingly remarked that it was always dangerous for him to talk about Germany for publication."

His premonition regarding Germany's aims of conquest was well known in the service but not generally shared until the European war broke out in 1914. Admiral Dewey was one of the few naval officers who were not surprised."

The records which Admiral Dewey has left at the Navy Department covering the period of the Spanish war are really divided into two classes, the official reports which are given in the annual reports of the Secretary of the Navy and the special reports which Dewey at first left simply for the Government's reference. Charles W. Stewart, superintendent of the Office of Naval Records and Library, was entrusted with these special reports and was so impressed with the data contained in them that he arranged for their publication. German officials learned of his purpose, and there was from time to time talk of protest against the anti-German observations made by the American officer. No officer in the American navy was more unpopular in the German navy than Admiral Dewey."



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Dr. E. J. Dillon Declares Germany Will Rule World Unless Decisively Beaten

'To Prevent A Dominant Central Europe, With An Army Of Fifteen Millions, The Allies Must Make Up Minds To Greatest Sacrifices And Fight On For Years'

By Dr. E. J. Dillon

All the belligerent peoples in this war are slowly awakening to the fact that the war is going far beyond the bonds of what any belligerent intended.

Instead of crushing the enemy, each of the war-making peoples is now pulling down the pillars of the politico-social structure, making life on the old lines henceforth impossible for all of them.

All will now have to push forward over untrodden ways to unknown destinies. State control of foodstuffs and raw materials seemed impossible before the war. Yet it has come in a twinkling. It may one day be extended over the globe, lopping off dry branches, whetting deeper instincts, raising man to the highest reaches of moral attainment by sifting and selection of the fittest, by organization and co-operation. This may seem remote, but it is, I think, an accessible goal. The world is being carried forward by an irresistible current.

It is only the superficial observer who believes that any utterly beaten adversary will now become the final result of this war. No seer can now foretell how long the struggle must go on if the issue is left solely to the military, naval and economic forces engaged.

Annexations Are Repudiated

Three years ago each side included territorial aggrandisement in its program, and for at least one that was the leading motive. Today all Governments austere repudiate annexations and will be satisfied with "restorations and guarantees for the future."

Three years ago each group hoped to crush the other. Now all sagacious statesmen and military experts have banished such design.

Whereas unanimity and single-mindedness characterized each of the combatant nations at the outset, there are at present in every belligerent nation two or more currents striving for the mastery. Belief in final victory not only as a thing within reach, but even as an object to be desired, is no longer shared by all the belligerents or by all classes of any nation.

First As To Russia

What the Russians are clamoring for is peace without annexations of any kind, under any pretext or any other name, whereas the Italians want to protect Albania, France wishes to recover Alsace-Lorraine, and England above all wishes to oust

the Teutons from northern France and Belgium as they were in 1914.

Doubt or hesitation, which in a fateful contest like the present is paralyzing, is nevertheless spreading in Austria, in Russia and elsewhere. In all belligerent countries bitter disillusion, caused by childish optimism coupled with gross mismanagement by political and military leaders, contribute to shake the confidence of the masses.

The Germans, too, have made great and fateful blunders. The struggle that was to have ended for them in less than a year has gone on for thirty-eight months without bringing them the victory that they were to have celebrated in Paris three years ago. All that the most sanguine Teuton can now hope for at the end of it is a compromise. He holds his ground steadfastly as responsive as ever to the call for sacrifice.

The allies began the war with a nobler cause, greater diplomatic odds in their favor, vaster potential resources. With average insight, decision and thoroughness, they might have ended the struggle long since. But their blunders in the Balkan States, which could have been secured and would have been their trump card, turned the Near East into a vast burial ground for the manhood of the allies and the reputation of statesmen.

'Steam Roller' Lost

Again, to their Slav ally, Russia, the Entente statesmen looked confidently for the gigantic operations which were one day to fall the foe. The "steam roller" was to level the way to Budapest, Vienna and Berlin. To Russia's inexhaustible man-power was to be added the British navy and material resources.

But all of a sudden the invincible Slav warrior was transmuted into a meek and mild Tolstolian. The men who engineered the Russian Revolution are not the men who are now directing it. The one sowed. The other reaped.

The Entente governments, foreseeing none of this division, threw in their lot with the former. The parties which are steering the state ship of Russia today do not represent the majority of the population. The country, therefore, has no authoritative voice. For the moment "Russia" is but a name. Its "government" founders amidst small expediences. It has abolished capital punishment, even for desertion in face of the enemy. It has relieved soldiers

from saluting their superiors, allowing them to elect and reward their own officers, to veto orders. This fatuous edict was the death warrant of a valiant army.

Kerensky, who still towers above his colleagues as a leader of men, now laudably seeks to resuscitate the dead. But the breathing of such a new spirit into the dry members of a defunct military organism is a feat reserved to a genius and beyond the power of a civilian who has never donned a military uniform.

Under the shadow of his armchair generals and colonels are falling from their commands as thick as leaves on a windy Autumn day. All is vertiginous change.

While things remain thus in flux, to expect and announce occasional "good news" from Petrograd is to misapprehend the situation and mislead public opinion.

Russia's condition is dominated not by the form of government which she may finally adopt, but by the movement of her many nationalities. If the community breaks up into its constituent ethnic elements, Germany has a field for peaceful penetration which will more than compensate her for the worst losses which any Allied peace program can inflict.

The Great Russians, hitherto the ruling race, numbering some forty-seven per cent of the population, have become temporarily converted to humane political doctrines which condemn the further subjection of the other races. And the other races are impatient to come into their own.

Nothing less than a separation will content the Finns, who are waiting for the Peace Congress to hand them independence. The Ukrainians in the South are making headway toward the same goal. They, too, desire to form a political community of their own independently of Great Russia. And they may realize their desire if they go to work warily and skilfully. I know the people, their language and literature, their history and aspirations. I have lived among them and occupied a Chair in their university at Kharkoff.

An independent Ukraine, grateful to Austria which has always encouraged them, would include Odessa as well as Kiev, Kharkoff, and Poltava, and would therefore cut off Russia from the most fertile provinces and also from the Black Sea. The creation of this state will be a cardinal plank in the peace program of the Central Empires.

How little alive the Allied statesmen are to what the Germans are now quietly doing in Russia may one day be realized in the presence of a series of grim facts which will stir the Allied peoples to their depths. Thoroughly awakened to the necessity of making friends with a weakened Russia, Germany is busily preparing the conditions that will fit in with the declarations made by Kerensky on the subject or revised war aims. Russia is even more than Austria a Slav state.

The essence of the Russian character is also nearer to that of the German than to the Anglo-Saxon. Moreover, Russia, like Germany and Austria, is sure to become a federation of states.

Real Aims Of Germany

The fixed purpose of the Germans, irrespective of the way in which this war may end, is to pursue with unflagging ardor their scheme of dominating the white races of the world, with the hope at the head of these of winning the mastery over the others.

The so-called moral guarantees on which the future peace is to be based, according to the Allied statesmen, consists of the democratization of German institutions. This will be utterly valueless if attainable. The constitution of the German Empire is incompatible with a Parliamentary regime. No deputy can be a Cabinet minister. The Teuton race is the most homogenous, compact and single-minded in Europe, and—if we except the Japanese—in the world.

A firm belief in its own superiority over all other races inspired the policy which led to this war. However the struggle may finish the achievements of the Teuton peoples during its course, their general resourcefulness, military efficiency and political insight, confirm them in that belief and spur them on to the realization of their ambitious design.

The Teutons hold that in the long run the qualities which have enabled them in warfare to hold their own against the world will qualify them to rise to what they deem their specific level in peace time when pitted, not against a coalition, but against a number of separate and mutually jealous states.

Intelligence, capacity and perseverance, they argue, must in the long run get the better of insular prejudice, amateurism, and fitfulness of effort.

Have Lands To Barter

Our enemy alone has conquests in Europe to show and to barter. None the less the Allied Governments persist in assuring their peoples that, as they possess much greater resources than the enemy, they must therefore pulverize him if only the contest be continued long enough.

But how long? Is it not conceivable, people are asking, that the value of the object to be secured by waging it might be outweighed by the ruinous sacrifices which its prolongation beyond a certain time limit would involve? And,

if so, who is studying this aspect of the matter and what will his practical suggestion be if such a limit be found to exist?

Imagine an unbiased neutral surveying the general situation from some central column of vantage where he could command a view of the whole and endeavoring to clear up the issues. He would possibly analyze it somewhat as follows:

The experience of three years has proved that superiority of resources is not of itself a pledge of victory. In theory, no doubt, the possessors of these are bound to win in the end if they utilize them, but how long can they keep up a state of warfare, waiting for the end? This question, if ever seriously asked, has never been authoritatively answered. Yet it is the crux of the present situation.

For if it should turn out that after another year's ineffective campaign the struggle were ended by a negotiated peace, it would follow

(Continued on Page 12)

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Playright Royal was, therefore, in no hurry. As a play "The Unwritten Law" was proving a great success. So, since there were no financial reasons urging him to increase the already ample income-producing powers of "The Unwritten Law," Mr. Royal refused several tempting offers from picture producing concerns. Then the California Motion Picture Corporation came forward with an offer and the deciding factor in obtaining Mr. Royal's consent was the

fact that his Kate Wilson would be placed in the sympathetic care of Miss Michelena, whom he had seen in the role of Salvation Nell, a character in some respects similar to that of the wife of the district attorney in "The Unwritten Law."

He felt that the emotions called forth in the drama—and they run from the joy of a young bride happily married to the passions of a murderer—would be vividly, sympathetically and, when needful, vehemently

portrayed by this silent actress of eloquence.

As a girl of 16, Beatriz Michelena was an acknowledged star on the light opera stage, and under the guidance of her distinguished father, Fernando Michelena, gave promise of achieving wide fame as a grand opera prima donna. Her views on the "conflict" between the legitimate stage and the motion picture screen should thus be enlightening, since she has been a recognised success in both.

"There isn't any 'conflict,' as you call it," said she. "There is only some confusion. Too frequently a motion picture is patterned after a staged presentation, and the stage of late has been trying to accomplish certain effects that only a motion picture drama can accomplish. Producers for the stage, seeing the encroachment of what it pleases them to term 'the movies' have imitated their 'rivals,' and the latter have retaliated by imitating the theater. The pictures in which I have appeared have won their success by their departure from the conventions of the playhouse, and that is true of all successful pictures.

"The drama will proceed on its way unhampered by the motion picture art when the drama returns to its plane of literary, rhetorical and purely dramatic effects. The motion picture will develop its own tremendous possibilities by keeping to its beautiful task of disclosing the picturesque, appealing to the emotions solely through its power of visualisation and cultivating its marvelously fluent character, contrasting scenes from remote distances; sharp, vivid characterisations, and by a steadfast adherence to the exhibition of life as it is seen and not heard."



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Russia Wonderful Future

A Hopeful And Stimulating Estimate Of The Business Future Of The Newest Republic By Charles H. Boynton, President Of The Russian-American Chamber Of Commerce

(From an Address) The Russia of the past that you have read of can be forgotten. It will never return. But it is not the political Russia of the present to which you are interested; it is the Russia of the future in which as business men you are concerned. Even years of civil strife will not take an ounce of undeveloped copper, zinc, lead, coal, oil or iron from her soil, will not decrease her transportation requirements, nor limit the enormous possibility of internal agricultural and manufacturing production, nor curtail the development of so-called public utilities. It is therefore the Russia of the future and not the temporary political upheaval of which I treat.

Russia is not a nation, it is a continent. Her territory, two and a half times that of the United States, would cover an area equal to that from the Panama Canal to the Arctic Ocean and from the Atlantic to the Pacific; in other words, she equals the entire area of North America. She has a population of 180,000,000 of people, with a birth rate higher than any civilized nation, being almost 3,000,000 a year, which ratio if continued would mean a population of close to 250,000,000 in the year 1950. Her development has scarcely begun. In the ten years between the Russo-Japanese and the present war she had in many instances doubled the output of her raw materials and had indeed doubled her national wealth. Her railroad mileage is one-fifth that of the United States, though her territory is two and a half times as great and her population almost twice as large. Her timber lands, her arable lands and her mineral resources far exceed those which existed in the United States fifty years ago, and yet the development at present is not as great as was the development of our own resources at that time.

I cannot help but be influenced by the conditions which existed here at the close of the civil war. We were exhausted physically and financially. We had a huge indebtedness. We had no credit. We had suspended specie payments, which were only resumed fourteen years later, and still the close of the civil war marked the beginning of that tremendous commercial and industrial expansion which has taken our beloved land from a huge debtor to a huge creditor nation. We had less credit than Russia has today. Then it was the foregone foreigner whose money developed the United States and permitted us to grow until we were able to repay that indebtedness and turn the scales in our favor.

Prior to the war the national debt of Russia was approximately \$4,287,520,000. Assuming the close of the present war in the early part of the year 1918, the total indebtedness of the Russian Government will be approximately \$20,000,000,000, or an increase of about 550 per cent over the war debt at the commencement of hostilities. The national debt of the United States in 1869 amounted to \$44,640,000, and in 1896, the year following the close of the civil war, the total indebtedness of the United States was \$2,636,000,000, an increase of nearly 4,000 per cent. Within ten years after the close of the civil war the United States had practically eliminated the burden of its war indebtedness and entered into a period of tremendous commercial and industrial development, based on the policy of the stimulation of its home production and the cutting down of the unnecessary imports.

Such, in my opinion, is to be the future development of Russia, and such do I believe is to be the Government policy which will carry her to success. While we read of the surface struggle we learn nothing of the intended reconstruction and reorganization of its entire political, commercial and industrial fabric. Scarcely any branch of governmental activity has escaped a committee of reformation or reconstruction. Russia has sent commission broadcast to study manufacturing, mining, railroads, textile and every branch of industry, to study the methods and laws under which other countries have best developed their resources, for the purpose of having the best that the world affords to draft into new Russia's laws. Legal procedure, corporation law, mining law—almost every law which enters into economic development is intended to be re-drafted. For the men who have been the most dominant forces in conducting the affairs of the nation since the revolution realize as well as any American can that their only hope to pay the indebtedness and meet their Government obligations is by the intensive development of their home resources, and that development can only come through the assistance of foreign capital, attracted by protection and guaranty

as to its safety and without those obstructing restrictions which would prevent its fullest benefits.

The United States is in a more favorable position to participate to a large degree in the future development of Russia than any other nation. Russia invites American capital because she considers it untainted by political designs, from which they would not have to fear such domination as resulted in the German exploitation of their economic life prior to the war. Russia believes that America best knows the kind of development she needs. Russia does not require the German or French intensive methods of exploitation or development; what she needs is the great extensive development such as we have had in this country, because Russia is a great, huge nation which requires a similar treatment to that of our own.

There are both sentimental and practical reasons why Russia invites us. But neither of them will avail us unless we aggressively seek the field by direct trade relations. The middleman must be eliminated, for the two countries are so physically constituted as to be especially fitted to reciprocate and supplement the economic requirements of the other. The failures of the past have been largely due to the methods of the former regime. The opportunity awaits us because America has the organizing and executive ability which Russia demands.

Allowing for certain temperamental differences of people and climatic conditions of the country I do not consider it too optimistic to assume that Russia's development during the next fifty years will be parallel to that of the United States during the last fifty years.

Thus I believe that the collateral which Russia offers us as a guarantee for the money and assistance which she now asks us to loan her is substantial and that we can well afford to make the advances she requires. I believe in the Russian nation because I believe in the fundamental soundness, integrity and ability of her masses. Much if not all of the disorder of today is the heritage from centuries of educational repression and ignorance. One of the surest results of the revolution is the establishment of a great common school educational system, which will quickly draw aside the curtain of ignorance and superstition which has held the masses in subjection. Russia has a sound foundation of physique, of honesty, and of a kindly, home loving disposition, from which is going to be created a great, thoughtful middle class Russian citizenship. That is what she has lacked. There has been no opportunity for individual initiative. Opportunities have been given more from special protection or special privilege than from actual ability of the individual to get the best results. Under new conditions the man who wants to work and who will work will soon be able to have a return from his personal efforts, and that will create an entirely distinct citizenry. Today it is the intelligent middle class man who is trying to lead the nation into calm waters.

From a practical standpoint it is not difficult to see that should we withhold assistance in maintaining democracy such disorder and chaos might result as would withdraw her as an ally and thereby double the burden of war both in the drain on resources and the number of men which this nation would have to provide for its successful termination. It is not through any fault of the men of Russia who are struggling to the limit of their physical powers to bring about stability; it is not through any treachery or deceit on their part that Russia's position is desperate; but it is rather the heritage they have received from what preceded. So long as the interests which are now guiding the better elements of Russia against extreme radicalism can retain the reins of government I predict with every sincerity and confidence that Russia will never sign a separate peace nor repudiate a national debt.

A great new democracy which has thrown off the shackles of centuries of autocratic repression is struggling like an infant to gain its feet so that she may walk upright and strong among liberty loving people. In her hour of grave crisis and difficulty she appeals to her big democratic brother to stretch his hand to her support and aid her to gain her humanitarian ends. We owe it to Russia as a historic obligation as well as a step in that greater program of making democracy safe the world over, to aid her unselfishly and generously with all the resources and ability we can muster. Her appeal is one to which we should respond readily and effectively, and I believe we will.

Reichstag 'Mere Sop To Progressives'

Americans Must Realise That Present-Day Germany Is Wholly Prussianised, Says Secretary Of Agriculture Houston

By David Franklin Houston (Secretary of Agriculture and Member of the Council of National Defense.)

What is this Prussian military autocracy against which is arrayed four-fifths of the world? How has such an influence persisted in a nation which many have regarded as foremost in science, in sociology, and, in some respects, in community living? Does it really exist? Many Americans find difficulty in believing that there is such a force today in Germany.

This is natural. Until recently they have for the most part thought almost exclusively in terms of German art, education, science, including medicine and industry. For many generations Americans went to school in Germany. German university training was considered almost a prerequisite for academic advancement. German industry was known to be making giant strides. Germany was assumed to stand for the maximum of efficiency in everything. It was the home of science, the final expression of modernism.

In respect to all these things the world's impressions contained a large amount of error. Germany has never been supreme in science. In discovery, in creative science, and in invention she has lagged behind England and France and has been inferior to this country. Her peculiar merit has been that she has made a system of science, organized it back of industry, and especially back of those industries which are fundamental to military pursuits, and has applied it intelligently and persistently.

Especially in applied chemistry has her achievement been marked. In industry her chief performance has been to organize it through every possible form of State aid or support. Prussia, in particular has been highly organized at the top. She is really a great public corporation for military and industrial purposes. She is a feudal estate writ large and, as such, well administered. She has been overorganized and organized on an unworkable basis; and there is truth in the assertion that much of her dissatisfaction with pre-war conditions was due to the unworkableness of her economic situation. In a measure she was trying to lift herself by her bootstraps. She was strong at the top and weak at the bottom. Taking it by and large, Prussia is not and never has been as efficient as the United States or Great Britain. These have been insufficiently organized at the top, but they have been immensely strong in their foundations; and what organization they have had has been in the main for peace and not for war.

Americans, even those who travel and read much, have not conceived themselves deeply about foreign political institutions. They have taken note of what lay on the surface and have not always carefully examined it. They have observed that German cities are orderly and clean, that Germany is a confederation and that suffrage for the Reichstag is universal. It was not unnatural for them hastily to assume that German institutions were modern, as her science was, and that they were therefore democratic. It is not uncommon for people to be deceived by names and appearances, especially in politics.

To understand Germany politically, we must examine her history and fix our attention on Prussia. There are two Germanies today—modern Germany, Germany of the masses, kindly, orderly and industrious; and Prussia, governmental, political, Germany, medieval, absolutist, militaristic, aggressive. The latter is passing; the former is the Germany of tomorrow.

About the time of the discovery of America the Hohenzollern family ruled over an insignificant tract surrounding the village of Berlin. In 1611 its power was extended by the union of the Mark of Brandenburg and the Duchy of Prussia. In 1806 a strong character, Frederick William, came into power. He exercised a despotic rule, but put his house in order and developed a relatively strong standing army with which to make further headway by force as opportunity might offer.

In 1688, the date of the Restoration in England and the beginning of her orderly constitutional government, Frederick III, an ambitious individual, became head of the house. His title was Elector of Brandenburg and Duke of Prussia. He was anxious for recognition, for the title of King. The War of Spanish Succession was about to begin. His overlord, the Holy Roman Emperor, needed assistance. Frederick was prepared to trade, and promised the aid of his army in exchange for the title of Elector of Brandenburg and King of Prussia. This he got in 1701. Here was the first phase of the contact with Austria, the last of which is seen in our own day in the complete subordination of Austria to Prussian influence.

A violent, brutish person, Frederick William I, began to reign in 1713. Like his ancestors, he kept his eye on the main chance, husbanded his resources, and added to his army, which at his death numbered 80,000, an immense trained force for that day and time. He, too, was ready by force to add to his patrimony at the expense of any convenient neighbor. It was left to his successor to make use of what he had prepared. In 1740 the Emperor of Austria, Charles VI, the last of the male line of Hapsburgs, died. He had bound the leading powers by solemn pledge to re-

cognize as his successor his daughter, Maria Theresa.

Frederick the Great promptly gave Maria Theresa strong assurance of friendship and support, having it in mind at the very time to commit a crime against her. He suddenly moved his army against her province of Silesia and, after eight years of desperate warfare, appropriated it. He at least made no pretense of virtue and is reported to have said: "Ambition, interest, and the desire of making people talk about me carried the day and I decided for war."

Prussia was defeated and humiliated by Napoleon in a quick campaign in 1806, but the liberal movements of the period secretly affected her. She bided her time and laid her plans. Her next considerable advance was made in 1864, when she induced Austria to join her in taking Schleswig and Holstein from Denmark. Austria received Holstein; and in 1866 Prussia picked a quarrel with her and quickly vanquished her, appropriating Holstein and annexing Hanover, Hesse, Nassau, and Frankfurt, which had taken sides with Austria. Thus she rounded out her territory.

When the Prussian Parliament protested that force was not a sufficient justification for what had been done to Denmark, Bismarck replied: "Our right is the right of the German Nation to exist, to breathe, to unite." The claim of a place in the sun, the doctrine of necessity, and the right of might are not of recent appearance. In Prussian history they have been the outstanding characteristics of her thinking and practice since she emerged from mediaeval obscurity.

The next step was the crushing of France in 1870-71, the annexation of Alsace-Lorraine and the imposition of Prussian leadership on Germany under the guise of a confederation. No wonder Bismarck wrote: "The lessons of history confirm the view that wars which have been deliberately provoked by far-sighted statesmen have had the happiest results." No wonder Prussia believes that a great army is the cornerstone of her well-being as a nation and that war is a positive good if it succeeds.

So Prussia has come to dominate Germany. She now seeks to dominate the whole of Central Europe and a part of Asia; and, if she gains what she wants in this war, she will persistently lay her plans for the next great aggressive move.

Prussia is Germany. She has three-fifths the area and five-eighths the population. The German Empire is a federation only in name. Bismarck's aim was to make Prussia supreme in Germany and Germany supreme in Europe. He knew how to do the job. This is the underlying fact: Prussia is Germany and Prussia politically is feudal. In such a system sovereignty is the private right of rulers. The Prince may deal with his people as private individuals do with their lands. Recently we had a clear, practical illustration of this in Germany. The ruler of Waldeck got into debt. He could not raise the money to equip his army. He therefore sold his rights, his possessions, and his people to the King of Prussia and went to Italy to live on his income.

The people exist for the Government and not the Government for the people. Frederick William was not joking when he wrote, "Salvation belongs to the Lord and everything else is my affair," or again, "We are Lord and King and can do what we will." Nothing was the Kaiser's in a peculiar mood when he asserted: "We Hohenzollerns take our crown from God alone and to God alone are we responsible in the fulfillment of our duty." He was simply revealing the true inwardness of his royal medieval mind and of Prussian politics, speaking from the background to centuries of feudal tradition. Prussia is a feudal State. It practices paternalism on a large scale in this modern day as did the Duchy of Prussia on a small scale centuries ago. It asserts the divine right of the King and of aristocrats to rule.

Prussian Governmental arrangements today of all grades are the legal expression of the economic interests and domination of the landed aristocracy and of the great industrial leaders. Feudal estates still persist in the kingdom, with their principal strongholds in East Prussia, Posen, and Pomerania. In Prussia 31 per cent of the land is in estates of over 250 acres, large holdings for Central and Western Europe; in Posen 55 per cent and in Pomerania 52 per cent. The average size of 3,365 estates in East Prussia is 1,132 acres; of 2,793 in Pomerania, 1,330 acres.

Many of these are very large and are owned by descendants of feudal lords. The great landholder, the Junker, is an individualist, independent, militaristic, conservative, in favor of armed strength, condescending to inferiors, with a feeling for power, and with the instinct of a soldier, a supporter of monarchy as long as monarchy has a strong arm and supports him and his interests. At first the Junker fought the new industrial class, but a reconciliation was effected, and recently the powerful leaders of the two classes have co-operated.

The caste system prevails everywhere. Society is stratified and the individual in each stratum is trained for his duties in his particular sphere. Education and society, as well as the army, are organized on this basis; and there is no small truth in the witticism that "every

Prussian is satisfied because he has somebody below him to kick." Royalty, the Junkers, and the great industrial leaders run Prussia, and Prussia runs Germany.

"But," it may be asked, "how can this be? The Reichstag is the popular house of the Imperial Parliament, and its members are elected by universal suffrage. Is this not conclusive evidence of popular participation and control? Let us see. In the first place, the electoral districts for the Reichstag have not been changed since they were formed in 1871, when Germany was dominantly agricultural, rural. The great increase in population has been in the cities, and these are the homes of the Liberals and Radicals. It would have been dangerous to change the districts. This would have given the Liberals and Radicals full representation. Today Berlin should have at least twenty representatives, and elects only eight. The number of voters in agricultural districts equal to those of Berlin returned forty-eight members. In 1907 twenty seats were won by the Conservatives, with an average vote of 10,500, and six by Socialists, with an average vote of 77,500. The average vote for all Socialist members was 87,000, and for all Conservatives, 25,680. The significance of this can readily be seen when it is stated that out of 12,260,000 votes cast in 1912, 1,662,000 were National Liberal, 1,996,000 represented the strength of the Center Party, 1,126,000 that of the Conservative, and 5,750,000 that of the Socialist and Radical Parties.

But in reality this makes little difference. The Reichstag is a little more than a debating society. It was intended to be nothing more, to be a "sop" to the progressives. Its powers are great on paper but exceedingly small in reality. It has the constitutional function of passing on the budget, but the principal revenue laws are permanent. The Reichstag can neither increase nor decrease the schedules, nor make any change in the existing situation unless the King of Prussia wishes it. This comes about in this way: The Bundesrat is the upper house of the Imperial Parliament. Its members are delegates from the various States, representing several State Governments, and not the people. They vote according to instructions, and one member may cast the vote for any delegation. Fourteen members can defeat any measure and the Government of Prussia, that is, the King of Prussia, controls twenty votes.

The Reichstag does not really initiate legislation. Important measures are first discussed in the Bundesrat, then they go to the Reichstag and back to the Bundesrat for approval. The initiative for the most part comes from the Chancellor, who is also Prime Minister of Prussia. The ruler, as Emperor, may instruct the Chancellor to prepare a measure, as King he may order him to introduce it and may direct amendments to be made and prevent changes. As Emperor he may promulgate the law, and as King he administers it in Prussia. There is no Imperial Cabinet. The Chancellor is the only Minister. The other heads of departments act independently of each other, but under the supervision of the Chancellor. The Chancellor is not in the slightest degree responsible to Parliament or to the people, but solely to the Emperor.

Of the 397 members of the Reichstag Prussia sends 236. The body can be dissolved at any time by the Bundesrat with the consent of the Emperor. This power has been used effectively three times to break down the resistance of the Reichstag; in 1878, when it refused to pass the bill to suppress the Socialists; in 1887, when it would not agree to fix the size of the army for seven years; and, in 1893, when it declined to change the military system. In each case the new body did what the Government demanded. Since the principal financial arrangements are matters of standing law if the Reichstag refuses to pass a new budget increasing allowances, or passes one reducing them, the Government can be carried on the old basis without any action on the part of Parliament.

The upper house, the Bundesrat, consists of 61 instructed delegates, usually officers of State, frequently Ministers, voting under instruction and appointed without fixed tenure. Of this number Prussia controls 20. This body and the King of Prussia dominates the Reichstag. By the Constitution, the Presidency of the Confederation belongs to the King of Prussia. He appoints the Chancellor and most other officers, directs foreign affairs, commands the army and navy of the whole empire, inspects and disposes of troops, appoints all officers whose commands include the contingent of the State, and the selection of all general officers is subject to his approval. Prussian military regulations are enforced throughout the empire. The Emperor declares defensive war, and there is no authority to determine what war is defensive and what offensive.

Bismarck's principal aim was to create a powerful military State. All the world knows how well he succeeded. Many of the foregoing important direct powers belong to the Emperor. Obviously, larger powers accrue to him by virtue of the fact that he is King of Prussia and that Prussia is Germany. The Emperor, as such, has no material rights in legislation.

(Continued on Page 11)

CANADIAN APPLES

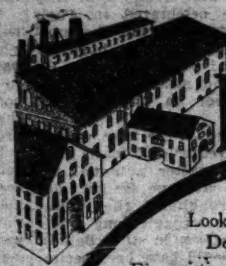
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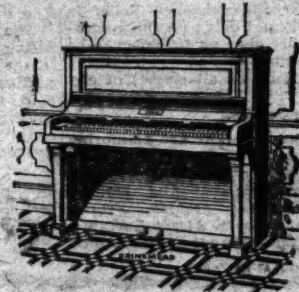
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Bringing Up Father



By George McManus



Reichstag 'Mere Sop To Progressives'

(Continued from Page 10)

tion, no authority to appoint or to disapprove laws, yet he constantly does these things. He has no power to issue decrees, yet here also, says Zorn, the German publicist:

The monarchical principal, without legal provisions, and indeed contrary to them, has forced recognition. . . . We, Wilhelm, by grace of God, German Emperor, order with the consent of the Bundesrat.

Again Zorn says: The inspiring forces of the world's history and the magnitude of his actual power have given the Emperor a position wholly different from what was legally intended and places him on a par with monarchical Emperors—we see how formally inspired and even constitutional provisions lose their force in face of the constraining necessities of national life.

So the Prussianism of Germany is complete. There is normally a higher law in Germany than the Constitution. That law is the law of necessity or might.

Let us take a more intimate view of Prussia and ascertain what are the arrangements of this dominant member, what chance is afforded the people for expression. Take her Parliament, the Landtag. What does it represent? Is there a Government responsible to the people? The Landtag has two chambers, the House of Lords, and the lower house. The former is a mediaeval body composed of Princes of royal blood, members who are independent Princes of the Holy Roman Empire, or hereditary members designated at will by the King, and others designated by him at will or on nomination of landholders. The King can control it at any time by appointing new members. It now has a membership of 300, one-third hereditary nobles with large estates, junkers, and one-third dominated by landholders, junkers. It is a class assembly.

The lower house is composed of members elected indirectly by an electoral body. One member is selected in each district. The electoral body is selected in this fashion: One-third of it is designated by the large taxpayers who pay the first third of the taxes, one-third by those who pay the second third of the taxes, and the remainder by the rest of the voters. From 3 to 5 per cent of the voters choose one-third of the electors; from 10 to 12 per cent a third, or about 15 per cent of the voters choose 213 of the electors. In 2,200 districts one man selects

a third of the electors. In 1908 the number of votes cast was 2,215,000. The Social Democrats, with 601,000 votes, elected seven members. They should have had 105. The Conservatives, with 358,000 votes, elected 152. They were entitled to 62. The Clericals, with 502,000 votes, won 104 seats instead of 88, their proper number. The Liberal Party got 28 instead of 40. In East Prussia the number of inhabitants to a representative was 63,000; in Berlin, 170,000. Berlin had 9 votes and should have had 24. One-fourth the population in agricultural districts selected 161 members; one-fourth in the cities elected 41. Remember, too, that the ballot is not secret, and that pressure is consistently brought to bear on the lower class voter. The municipal councils are selected in the same way. The classes rule.

The province is the highest subdivision of Prussia. Its chief executive is appointed by the King. Its legislative body is not elected by the people but by legislative bodies of the next lowest sub-divisions, the circles and the municipalities. The President may veto the action of the body if it goes beyond its jurisdiction. Its measures must be approved by the King, who may dissolve it at will.

The circle is the chief local subdivision. Its principal administrative officer is appointed by the President of the province. The members of its legislative body, the Kreisstag, are divided between the cities and the rural districts, not more than one-half to the cities. The members assigned to the cities are not elected directly by the people but by the municipal assemblies, which represent property. The rural members are divided into two equal groups: the great landowners and large taxpayers of the rural community elect half; the other half are elected indirectly by a body composed first, of those who pay a small tax; second, of proprietors of manors, and, third, of electors selected by rural communal assemblies.

To be a voter even for one of these electors, who shares the doubtful privilege of joining larger taxpayers and owners of mediaeval manors in selecting half the rural members of the local assembly the other half of which is controlled absolutely by wealth, the individual himself must be a small taxpayer. This is certainly placing the in-

dividual, the man, politically at the vanishing point.

There is no manhood suffrage in Prussia, in Germany, where it counts for anything. It does not count for anything so far as the Reichstag is concerned. Evidently in Prussia it is non-existent. Landowners and men of industrial standing are strongly entrenched. They have dug themselves in and made their administrative and legislative trenches of reinforced concrete. The junker is not only on top; he is pyramided. Autocracy, absolutism, is supreme.

Granted that the ruling class does its paternalistic job for the people as well as such a job can be done by a few for the many, at best it must be inadequately done; for no part of the people can understand the needs of all the people and satisfy them as well as all the people can.

This governing class, believing in expansion by armed force, provoked war, violated the neutrality of Belgium, directed the submarine campaign, sweeping aside international law and custom built up through the centuries, sinking great passenger and freight vessels like the Lusitania, the Arabic, and the Sussex, slaughtering women and children. It ordered the deportation of Belgian civilians, planned and executed the campaign of spying and violence in this and other neutral countries, and directed the submarine negotiations with all its evasions, cynicism, and duplicity, again and again making solemn promises, constantly violating them and finally brazenly breaking their most solemn pledge to a great, patient, peaceful power.

The President told us that for a little while he was unable to believe that such things would, in fact, be done by any Government as have been done by Germany during this war. It was difficult for the American people to credit it. It is yet difficult to believe that the great masses of the German people, if they were fully informed, would sanction it. It is only through a knowledge of the character and mediaeval ideals of the few who dominate Prussia and Germany that we can begin to understand it. With such information we can more easily appreciate what was in the President's mind when he said:

"We have no quarrel with the German people. . . . It was not upon their impulse that their Government acted in entering the war. It was not with their previous knowledge or approval. It was a war determined upon as wars used to be determined upon in the old unhappy days when peoples nowhere were consulted by their rulers and wars were provoked and waged in the interests of dynasties or by little groups of ambitious men who were accustomed to use their fellow-men as tools. . . .

Was he not clearly right when he asserted in his answer to his Holiness the Pope:

"We cannot take the word of the present rulers of Germany as a guarantee of anything that is to endure unless explicitly supported by such conclusive evidence of the will and purpose of the German people themselves as the other peoples of the world would be justified in accepting. Without such guarantees, treaties of settlement, agreements for disarmament, covenants to set up arbitration in the place of force, territorial adjustments, reconstitutions of small nations, if made with the German Government, no man, no nation can now depend on. We must await some new evidence of the purposes of the great peoples of the Central Powers."

The Sitka Pine Comes Into Its Own

(From the San Francisco Republic.)

A steamship that arrived in Seattle recently brought the first shipment of Sitka spruce from Alaska for use in making airplanes. This wood is superior to any other for lightness and strength, and rods sixty feet long without a knot or blemish are easily obtained. Much of this spruce has already been shipped to Europe from British Columbia, Oregon and Washington. Sitka spruce is the dominant tree of the Alaska coast region, and was for a long time regarded with contempt by lumbermen and used only for fish boxes. Now it is the hope of the United States for paper pulp and airplane frames.

His Smile

(From the Detroit Free Press.)

He wasn't rich as dollars go, He didn't have a pile of dough, He didn't own a motor car, He couldn't often travel far, He couldn't dress in costly style, He just possessed a kindly smile.

He had a happy sort of way, Knew how to work, and how to play; And he respected women fair And dealt with men upon the square, And people thought him much worth while Because he had a kindly smile.

You do not need a store of gold The love of real friends to hold; Be honest, boy, and kind, and true, And do the work you find to do; Win openly and not by guile, And folks will like you for your smile.

The Great Question

(From the Kansas City Star.)

I do not clearly understand the working of heredity. Which causes traits to cling to us like the odor of asafetida; Or, rather, those we faint would shake, like baldness and obesity. While those we like, we do not get. Now, is this a necessity? We give it up. (Lord help us all!)

The Cooperative Kansas Cow

(From the Russell Record.)

The Kansas cow is a knowing critter. They get together in bunches and switch their tails in concert to keep off the flies, by which cooperative system there is no lost motion and each cow has the benefit of four tails.



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Dr. E. J. Dillon Declares Germany Will Rule World Unless Decisively Beaten

(Continued from Page 9)

that all the sacrifices of blood and treasure offered up between this and then will have been made in vain. That is what actually happened on a smaller scale in the final phase of the Boer War, when President Kruger and his advisers were ready to accept the terms which Lord Salisbury at first declined to entertain and did not propose until further unavailing sacrifices had been made on both sides.

The suggestion was made to me. I brought back from Kruger the official terms to London, and I also undertook to have them modified in the way stated above. But the then Prime Minister declined to open negotiations on this basis, in the expressed hope that he would receive better conditions later.

Decision To Statesmanship

Will the present struggle take a similar turn. The sharp exigencies of practical necessity, taking shape in a scarcity of food supplies or in a labor movement, may yet force the belligerents to leave the decision, which military strategy cannot bring about, to statesmanship or its latter-day substitute.

And in this eventuality the nations will want to know why it was not foreseen in time to hinder the huge holocaust of victims that will have been slain to no purpose between this and then.

Take Germany's war aims first. They are at bottom identical with the objects which she pursued in peace. The impulse to seek them emanates from what is deepest and most enduring in her racial character. It is hardly too much to say that if the German pretensions are well grounded, if the race is what it claims to be, its superiority will irresistibly assert itself in the coveted form of universal leadership. No guarantees, territorial or moral, can bar the way to that.

But the allied nations, whatever they may think in their hearts, cannot be expected to accept for themselves this testimonium paupertatis, nor to anticipate an adverse verdict of fate.

What they insist upon, therefore, as a preliminary to peace is some trustworthy security that peace, when it comes, will be lasting and unalloyed by the irksome burden of military, naval, and aerial preparations for a fresh conflict. Germany must either relinquish the will to dominate or else be deprived of the power.

In the first case, she will have to adopt a Parliamentary regime and democratic institutions; in the latter, she must reconcile herself to the loss of population, territories, and sources of raw supplies, without which another war of conquest is unthinkable. Those are the alternatives.

Moral Guarantees Worthless

What are the probabilities that either alternative, if accepted or imposed, would attain its object? They are extremely slight. Those who know the German nation best are convinced that the moral guarantees mean virtually nothing. As for the others, they might, if complete, be effective against violent aggression for a while but not against peaceful penetration.

America's co-operation has raised the spirits of all the allies and heartened them to put forth their remaining strength in this fourth year of the campaign. It is an invaluable asset. The resources, financial and economic, the man-power, the firm temper and impressive energy of the American people render the final triumph of the cause of freedom and civilization a question merely of time.

Germany, who having prepared for a campaign of six months against two great Powers, has been struggling for three years against almost the whole world without compelling a decision, is now in dire straits, and her people are passionately eager for peace. Her war bill amounts to \$25,000,000 a day. Her Government, despite its brave exterior, is anxiously watching the signs of public feeling and the growth of universal democracy.

Allies Rely On Attrition

In such circumstances the United States might well seem the Samson to pull down the "pillars" of militarism. And the grandiose scale on which preparations are going forward on the other shore of the Atlantic lends color to this belief.

American money has been circulated among the allies with a degree of generosity unparalleled in the history of finance. Yet the Germans, withal, are far less perturbed at the military aspect of this new factor than at the economic influence after the war.

The only military victory that can now satisfy the allies is one that allowed them to disintegrate the Dual Monarchy, as well as detach certain territories from Germany. A success that should fall short of that would be of little avail.

Attrition means slowness in the process and incompleteness in the result. And attrition is now relied on.

The provinces lost to France in 1870 are recoverable only by war, and the time is now or never. And to win back the two provinces by sheer force will require an effort as strenuous as to rend the two empires in fragments. How long will that effort take, and will the cost leave a margin of profit? There are grounds for believing that when the hour of decision is at hand, Germany, whose desire for peace is growing more fervid every day, may resolve to settle the question once for all by having recourse to the principle on the banners of all the allies and offer to abide by the will of the inhabitants of Alsace-Lor-

raine. That would be a master stroke.

To conclude. The struggle has seemingly reached its last phase. All nations are sick of bloodshed, all yearn for surcease of the sorrow and misery of war. Germany, soul-seared and downcast, is feigning to have changed her methods, is postponing her purposes, striving to retard the domestic reforms which the democratic spirit is calling for.

Significant of much is the circumstance that after three years' tremendous fighting, during which Great Britain raised 5,500,000 men for the army, and 500,000 for the fleet, the one absorbing topic in the press is the prospect of peace. And the new and vigorous offensive just begun in Flanders has not caused the center of interest to shift. For events are enlarging the vision of the belligerents.

One thing seems certain: the upshot of this struggle will decide whether or no Germany shall hold sway over the white races. And there will be no "next time." For if the Teutons realize their Central Europe, a federal State will be created with a population of 170,000,000 to 180,000,000 and an army of 15,000,000 men. The will of that federation will prevail without actual war. For nothing in the Europe that remained could withstand it, and a powerful fleet of super-U-boats would cut off Europe from America.

To hinder that, the only means at present conceivable is the dismemberment of the Central Empire, and so far as one can now judge, this would prolong the war for years, and necessitate a radical change in the conduct of the struggle.

Unless the allies are willing to carry on this war to this consummation, the sacrifices already made and still to be made will have been offered up in vain.

The Heart Of Neuralgia ☉ A Smashing Society Serial

By W. F. Kirk
CHAPTER I.

It was noon in Newport.

The burning August sun looked down upon the beautiful new mansion of Nicholas Nearsilk, manufacturer of ammunition. Save for the English butler who was jolly well making himself an old-fashioned cocktail, nobody was stirring anything.

A strange, reticent person was Nicholas Nearsilk. Little indeed was known of him among the villagers except that he was rated A-1 by the leading mercantile agencies, whose quaint quests along these vulgar lines are so essential in keeping intact the fabric of Credit.

He had come to Newport unobtrusively enough, and unobtrusively he was dwelling in that exclusive colony. His mode of living was tersely summed up by his double-chinned wife in the five words that have for many generations sounded the knell of social hopes: "We never get asked nowhere!"

Nicholas Nearsilk was a proud man—proud of his power in the world, of men, proud of his beautiful daughter Neuralgia, proud of his bankroll, his automobile, his able wife. No man could look at that massive jaw of his and then ask him to endorse a thirty-day note. No child ever took him by the hand or smiled up into his narrow eyes as a preliminary to nicking him for a nickel or a penny. Ah, no! No child in Newport or elsewhere was that dumb!

"Father, you look worried this noon!"

The mighty man of affairs looked long and almost tenderly at the fair speaker.

She was a girl of perhaps thirty-eight summers, slender and graceful as a fishpole. Attired in some soft clinging material that was not unlike silk, its folds dropping in straight lines toward her well-shod feet, she looked every inch the daughter of the proud millionaire who stood puffing before her.

"Neuralgia!" exclaimed her father, "you look positively radiating this morning!"

Neuralgia Nearsilk laughed a happy, cooling little laugh that

sounded like one of the help sandpapering the parquet floor.

"You mean 'radiant' dad," she corrected him. "Dear old dad! What a precious old bonhead you are!"

She paused and playfully patted her father on the tip of his nose with a flatiron.

"What are you doing with that there flatiron?" asked her father.

"I am ironing neckties for our boys in France," replied the beautiful creature at his side. "Brother Jerry has ever and ever so many cravats which he does not need any more, and I am going to iron them all out and send them to our soldiers. One must do something for one's country, must one not?"

Nearsilk regarded his daughter with a new pride in his narrow eyes. How like her mother she was growing to be! The same regal carriage, the same dimpled double chin the same perfect control of a flatiron! As he stood there gazing at her the long years seemed to roll away and he was a boy once more, laying siege to the heart of his soul-mate!

"What a thief is Time!"

"Neuralgia," he said at length, "not wishing to make this serial come to an abrupt ending, 'Neuralgia' this afternoon the Marquis of Mayonnaise is going to call here. I

want you to treat him handsomely."

Neuralgia Nearsilk was indeed the daughter of her father! A flash of rage came into her lovely eyes and a bright flush suffused her mobile map.

"That man!" she exclaimed, letting the flatiron fall on her father's gaudy instep. "That man! O Father! You don't mean it! Tell me you don't mean it! Tell me it is the cocktail I just seen you drink! Oh!"

She shuddered as if a bleak wind had swept across a moor and wrapped her in a deathlike embrace. Nicholas Nearsilk had ever been unfamiliar with the moods of women. Unlike many of his associates, who refused to be baffled by tears or upbraidings, this stern old self-made wart was as a child when confronted with feminine suffering.

"Don't take on that way, child!" he said not unkindly. "You know it is your maw's wish. There won't be no living with her if you don't take up with that there Mayonnaise feller. I don't trust him none and ain't liked him since the day he borrowed two bits from me down at my club, but what chance have I got with your maw?"

Neuralgia understood, and a great wave of pity swept over her. Poor

old dad! How many, many years he had suffered! But there was in her innocent eyes the light of a new-born resplendency, and even her dense father could read there the disappointment maw was going to draw.

"Don't worry daddy!" cooed the fair girl, patting his nose with her dainty knuckles. "Don't worry! Between you and I we will find a way

—between me and you, I should say! Don't worry!"

"Neuralgia!" Neuralgia Nearsilk knew that voice. It was maw! Nobody but maw could say "Neuralgia!" in that tone. Her mother had overheard her, and the beans were spilled!

"What a lovely noon this is!" It was the well modulated voice of the Marquis of Mayonnaise!

(To Be Continued)

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American Flood Relief Committee Formed Here

Assistance Earnestly Requested For Victims Of
Appalling Chibbi Inundation

WITH nearly 70,000 destitute persons to care for, 5,000 of whom are in the American Red Cross Winter Camp, the flood relief organizations at Tientsin have appealed to the foreign community at Shanghai for assistance. The appeal was received by the American War Relief Association this week, and in response to it the American Flood Relief Committee has been formed, composed of the following: Major C. P. Holcomb, Chairman; Messrs. George Fitch, Carl L. Seitz, Robert H. Parker, Charles D. McGrath, Dr. C. S. F. Lincoln, Mrs. William H. Lacy, Mrs. Victor Hoffman, Miss Ethel Allen, Mr. G. F. Ashley, Treasurer and Mr. C. J. Spiker, Secretary.

Since the American War Relief Association is now engaged to its fullest capacity with war work and since its funds are pledged for Red Cross Work, it was thought better to handle the matter of relief for the Tientsin flood sufferers through a separate organization.

With Winter approaching, the flood sufferers are in immediate need of all kinds of new and old outer and underclothing, bedding and funds. Even small scraps of cloth can be utilized. Much work along this line has already been done at Peking through the Metropolitan Flood Relief Council, and the Committees appointed by Mrs. Reinsch, wife of the American Minister. The American committee in Shanghai has telegraphed to Mr. Hsueh Hsi-ling, head of the Peking organization, stating its willingness to co-operate in the enterprise.

Donations of clothing, etc., should be addressed to the American Flood Relief Committee and sent direct to the Chinese Y. M. C. A. at 120 Szechuen Road, or to 77 Route Vallon. The China Merchants' Steam Navigation Company has agreed to transport all materials to Tientsin free. It is proposed with the funds collected in Shanghai to manufacture wadded garments for the Chinese flood sufferers and send them on to the headquarters in Tientsin for distribution. The Committee that will attend to the matter of collection and shipment of supplies is composed of the following: Mrs. Wm. H. Lacy, Chairman; Mrs. Victor Hoffman, Messrs. G. F. Ashley, Charles S. McGrath, Robert H. Parker and Carl L. Seitz.

This is an excellent opportunity for everyone to get rid of those old suits, not good enough to wear and too good to throw away. Now is the time to empty rag bags in a good cause. If desired, notice may be sent to the Treasurer, 39 Nanking Road, or to Mrs. Wm. H. Lacy, 10 Woosung Road, and parcels will be called for.



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Bankers Wildly Cheer Educator
When He Says Action Would
Shorten War

NORTHCLIFFE URGES LOANS

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To Smother Enemy With
Arms And Money

Atlantic City, N. J., Sept. 27.—In a stirring speech which aroused 3,000 delegates to the annual convention of the American Bankers Association, Dr. Nicholas Murray Butler, President of Columbia University, accused Senator Robert M. La Follette of treason and evi-mind-ed sedition and demanded his immediate expulsion from the United States Senate. He said that the country might as well put poison in the food of every American boy who went to war as to permit the Senator from Wisconsin to talk the way he did. No single act would go so far in shortening the war as the removal of La Follette, Dr. Butler declared, who announced that he was calling on the Senators of New Jersey, his native State, and the Senators of New York to rid the Senate of that man who had betrayed the Government of the United States.

Dr. Butler's remarks, delivered with a display of intense feeling, were received with loud applause and cheers.

Dr. Butler's address followed that of Lord Northcliffe, Chairman of the British War Mission to the United States, in which the London newspaper publisher pictured a gloomy outlook for an early peace, and pointed out the long and serious economic and military battles that would have to be fought before it would be possible to bring the war to a victorious conclusion.

Dr. Butler said the war against Germany was being fought in two places; that this country was fighting across the sea and fighting here, where "evi-mind-ed sedition, conspiracy, cowardice, and treason" existed. **Must Fight Sedition At Home**

"Our soldiers," he cried, "can fight a soldier's enemy, but you and I have got to fight sedition and cowardice! Have the American people lost their capacity for corporate indignation? There is a provision in the Constitution of the United States that either house of Congress may be a two-thirds vote expelled a member. What are they thinking about those honorable patriotic men, to sit there and be contaminated by having Robert M. La Follette breathe the same air with them? Have we no courage? Are we so mealy-mouthed that we are afraid to make trouble with an object like that?" Applause and laughter followed these words, and Dr. Butler continued:

"Believe me, gentlemen, this is no laughing matter. It is the solemnly serious problem before our people. The other day Charles Edward Russell, a distinguished Socialist, who went by appointment of the President of the United States on the recent mission to Russia, stated in a public place that the Russian downfall was in no small part due to the reaction by those poor ignorant Russian soldiers of this man's speeches in the Senate and on the hustings as evidence that the United States was not united and sincere in this war. Why, you might just as well put poison in the food of every boy that goes to his transport as to permit that man (La Follette) to talk as he does!"

BRESHKOVSKAYA IS HOPEFUL OF RUSSIA

"Grandmother Of Revolution"
Says Present Troubles Are
Normal Phenomena

Petrograd, September 20.—In the Winter Palace, directly over Malchite Hall, in which the Provisional Cabinet daily debates Russia's fate, is lodged the "Grandmother of the Russian Revolution." Catherine Breshkovskaya, who spent fifty years of her life of seventy-four in prison or as an exile in convict settlements under police supervision.

Mme. Breshkovskaya recently re-

marked: "My chief food is optimism," and in the present difficult time in Russia the same sentiment buoyed her up. Today she was interviewed by The Associated Press.

Mme. Breshkovskaya is a striking woman of deliberate speech, who makes an impression of simplicity and deep humanity. She said she had been ill, and then complained of her gilded captivity in the deposed Emperor's palace, saying:

"Oh, for the country! Here I feel exactly as I felt forty years back when I first was thrown into bastion of the Fortress of St. Peter and St. Paul."

"I am largely out of politics," she continued, "Deny the stories that I play a role in Cabinet affairs, I wish I did. Things would be better."

Nevertheless, prospects in Russia regarding internal politics and the war are not as bad as pessimists make them out to be.

"You may say that the Korniloff revolt was nothing tragic. He is not a clever man and was badly betrayed by counter-revolutionaries who at the Moscow conference cheered him into a perilous adventure and then left him in the lurch."

"There are still serious disorders, instability and threats of worse conditions, but these are normal phenomena due to one remedial cause—general and political ignorance and the immaturity of our people."

"Our people have no knowledge of their country, its frontiers and history or of political economy and the aim of the rest of my life will be to help them toward maturity. All my time now is being devoted to the education of the people and the army, both in civic duty regarding Russia and a patriotic attitude concerning the war, in which I demand a battle of victory."

"Our central organization in Petrograd, which is badly in need of money, publishes daily educational newspapers in every provincial capital with the object of giving instruction on political and economic questions so as to prepare the people for the Constituent Assembly. On one front alone we have 140 daily newspapers which preach the need of discipline and solidarity with our allies. We have already circulated on the front more than 6,000,000

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This is an honest statement that I shall be pleased to back up with fact if you will only call upon me at my address at any hour you may find convenient. I'll endeavour to give you immediate attention, but you may not be the first patient so my advice is CALL early, even if it is only to save some of your fine teeth which without attention would be lost to you. My address:

DR. C. CAMERON
34 Nanking Road, First Floor.

pamphlets written in the same sense."

Mme. Breshkovskaya gave other facts concerning the educational work of her organization. Asked whether fruits of her duties were visible, she answered:

"There are great fruits already. We receive hundreds of letters from peasants and soldiers, indicating that they are showing more enlightened views toward the problem of the Government at home and of victory abroad."

"The peasants in particular have made great progress. When they left their Siberian exile six months ago they had no conception of their political duties as creators of a constituent assembly. Today, as a result of the circulation of our literature, the peasants are taking a highly intelligent attitude and are choosing excellent candidates largely from the educated and politically trained classes."

Mme. Breshkovskaya believes that the social revolutionaries, when make up the peasant party, will dominate the assembly, but she is convinced that, though extremely democratic, they will not tolerate a hastily arranged peace with Germany.

"The army, the sentiments of which I know," she declared, "also stands for war. The spirit of the army is firmer than ever. That is because the soldiers, who formerly believed that only the German Emperor was guilty, while the German nation was innocent, now see that the German nation is solidly for aggression, and, therefore, the

punishment of Emperor William is not sufficient—the nation itself must suffer the stings of defeat. The wish of the mass of our soldiers is to compel the evacuation and the restoration of all land occupied by Germany and Austria so that Russia will come out of the war without loss and also will get guarantees which will prevent suffering in the future."

"If that is so," Mme. Breshkovskaya was asked, "what is the reason for the disorders and retreats?"

"These failures," she replied, "do not disprove my assertion that the mass of the army is patriotic. Unluckily, there are at the front large numbers of former police, gendarmes and spies of the autocracy, backed by certain nobles, who dread Russia's success in the war because that means the success of the revolution, and they fear the loss of their land without compensation."

"I am convinced that this fear is unreasonable. The State will compensate them, and the three or four milliards of fresh debt will count for little as compared with the fifty milliards of debt which we already have. But this dread helps the anti-war and revolutionary agitation. The fact remains that the army wants victory, and of victory I am sure."

In conclusion Mme. Breshkovskaya said:

"Don't be despairing about Russia. Although I am an old woman, I am convinced that I shall see victory and internal regeneration. The impatience to witness these is the only passionate sentiment left me in life."

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Road Maintenance In Heavy Traffic War Zone Of France

Observations Of U.S. Highway Engineer Driving An American Ambulance; Praises French Engineers

Highway engineers and automobile owners who have been speculating as to the methods of road repair and maintenance on the Western Front, where traffic has been enormous ever since the war began, will find in this article answers to many of their queries, states the Engineering News-Record. The author, William J. Weir, served on the engineering staff of the United States Office of Public Roads, before he went to France as a driver in the American Ambulance Corps. The facts reported, therefore, are based upon the observations of a technically trained observer. Nothing of the sort has heretofore appeared in print so far as we are aware.

It was in the Somme sector that I found things moving at highest tension and the transportation system most severely taxed. Here there was an immense volume of traffic moving in the entire area 20 miles back of the line; destructive artillery fire within the 5-km. zone, continuous heavy fighting that demanded great movements of troops, supplies and ammunition; and the necessity for the accommodation of an advancing army over ground that has hardly a spot untouched by shells.

The original layout of the French system of highways was fortunately most comprehensive. It has filled the requirements of the present exaggerated demands in a most admirable way and has undoubtedly been a tremendous factor in the defense against the German invasion. New roads have, of course, been constructed under special local conditions, but these instances seem to be rare and, in the main the original highways, unchanged in location, grade, or width carry the war traffic.

Safety Roads Utilized

New roads are constructed mainly to relieve traffic from shell fire. On the eastern end of the line, among the hills, roads are often built to the "leeward" of the enemy. A specific instance of this is in the Argonne Forest, near Four de Paris. The main concentration of reserves, supply stations, dressing stations, etc., is in a narrow valley a few hundred yards back of and parallel to the first line trenches which are on the other side of a low hill range. The original road was on the far side of the valley and is in sight and easy range of the enemy. It is marked "Very Dangerous" on army maps. An entirely new road has been built in the shelter of the hill range, hugging it closely in all the deviations of the slope. Here traffic can move in almost full security from direct hits.

Main roads are well known to the enemy and their range established by experience. In the latter country, they often run on tangents, miles in length making easy targets. In heavy actions, these roads are so vigorously shelled that supply trains cannot pass except with severe losses. As a counter measure new roads are sometimes built near-by—crooked in alignment but in general direction paralleling the main road. Traffic is shifted between these roads to avoid shell fire or to confuse enemy airmen as to which line is actually being depended upon for service. The French plan of troop cantonments, supply stations, base hospitals, etc., is quite evidently designed with the road facilities as a basis. It is a rare thing to find heavier traffic moving than the width of road can accommodate except, of course, on the main trunk near the first line where congestion is unavoidable; this case will be discussed later. Each class of road from the grand highways to the little community roads seems, in a busy sector, to have just that portion of the traffic which it can satisfactorily handle. This condition is too general to be accidental and as the result of careful planning of concentration points and the routing of movements it is admirable and a great credit to the French engineers.

Temporary concentration camps for large bodies of troops, as we know them here, are practically unknown in the war zone. Tents, except for hospital uses, are rarely seen. Troops are quartered in villages, the houses of which are entirely commandeered for the purpose. Each house, public building and public carries a card showing the number of men it can shelter. Troops move out and new men come in, in the same day, without confusion. This system is of special advantage from the transportation engineer's standpoint for it obviates the necessity for special camp roads; does away with the transportation cumbersome camp equipment; and keeps men and materials concentrated on existing highways and village streets.

Traffic Divided Between Roads

When a division moves to a new point, different units of the division may be ordered to move on different routes. Marching troops are slow moving and tend to obstruct motor traffic on the main roads; side roads are better suited for them. Light motor ambulances can take a longer route, using secondary roads. Horse-drawn supply wagons can take rough side roads which have been allowed to get in bad condition. Heavy motor trucks, with low gasoline mileage and costly to repair, must have the best roads and the direct route. In such movements, each unit is given its routing; it may or may not be designed to prevent congestion accordingly as the necessity exists. But the general scheme is there ready for use and it is made possible by the minute network of roads of all classes in the French system.

All crossroads and road junctions are plainly and permanently marked with distances and directions to neighboring points. This has proved an invaluable aid to effective movements of units in charge of officers the great majority of whom are strangers in the particular locality. I cannot conceive of all the divergent movements of the present war being put through without the aid of these road signs, except with endless confusion and delay. On the other hand, they must be of similar aid to the enemy in the occupied territory. It would be an excellent plan in any retreat, or in time of invasion to have men especially detailed to destroy all road signs before the retirement.

At certain points and at certain times in the war zone, the volume of traffic, of course, exceeds all limits of peace times. It combines all elements of destruction to the road surface which it uses. It is continuous and urgent. It cannot be halted for careful repairs or maintenance work to restore the road surface; yet the surface must be kept in a fair traveling condition. Travel must go on in the rainy season when the surface is softened and holes rapidly deepened by displacement of mud; and in dry summer, when the binder flies out in clouds and constant raveling occurs.

Traffic is made up of all varieties: Cavalry (a little); horse-drawn wagons and batteries with steel-tired wheels; troops with hob-nailed shoes; heavy motor trucks; and fast motor automobiles. It seemed that heavy motor trucks made up fully 50% of the traffic on the main roads. It will be seen, from our American standards, that continuous traffic of the above nature inflicts as severe a test of a wearing surface as can be imagined.

The road leading from Amiens to the front lines of the Peronne-Chaumes sector, is a good example of extreme concentration of traffic on a main feeder of a busy front. From Provant to the front—a distance of about 8 miles—the bulk of the traffic must move at night, incidentally without lights, to avoid observation by the enemy. From Amiens to Provant it moves principally in the day time. In both instances it is practically continuous. Four solid lines of vehicles move in almost continuous procession. Slow moving horse-drawn vehicles hug the shoulders of the roadway, leaving the center for motor travel. Fleets of motor trucks pound steadily by in hundreds, spaced only about 50 ft. apart and travelling at an average rate of at least 12 miles an hour.

All convoys or fleets of vehicles, move in a formation which provides an open space of 100 to 200 ft. or more after a group of several vehicles. Certain vehicles in the convoy carry a large red disk about a foot in diameter to indicate to the driver following that he is to leave space. This is to expedite the passage of fast moving units such as officers' cars, dispatch cars, or ambulances.

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which would otherwise be forced to proceed at the speed of the convoy. Even with four lines moving, an open space several feet in width is usually maintained in the center. Independent units move in this, dropping into convoy spaces to permit the passage of other independents going in the opposite direction.

Cavalry and batteries are sometimes forced by traffic demands to move through the fields bordering on the roadway. It is quite common to see long stretches of main road where the effective width has been increased by what is practically an earth road on either side. Troops on the march are sometimes shunted to side, secondary or even temporary roads when the jam is great, and roadside signs indicating where this may be done are frequent. These expedients are necessary to the proper movement of wheeled traffic when a main trunk leading to a busy sector is reached. As a result, this enormous traffic moves with a smoothness that is amazing.

Altogether, it is difficult to understand how any system of roads could handle traffic of such volume, continuity and destructive qualities. That it is being done in France indicates that there are lessons to be learned there by the highway engineering forces of all other nations. The various factors that make this feat possible are worthy of deep study and investigation which the nature of my army service made it impossible to give.

Type Of Roads

The prevailing type of road in northern France is the waterbound macadam. Many gravel roads were also seen and a very few roads in the Marne Valley were found to be of a local chalky material. The latter were wholly minor roads. Except for the cobble and block streets of some of the villages, no bituminous macadam, concrete, brick or any of our American so-called permanent types of construction were encountered.

The waterbound macadam type lends itself extremely well to the demands of war conditions. Material can often be found at roadside or locally, thus relieving the transportation system; maintenance and repairs can be conducted in the rough manner necessary to keeping roadways open, and with unskilled labor and without special equipment. The severe test of this type would, of course come in the summer, when the wear due to loss of binder in the wind and to raveling must be very great. Unfortunately, I was not in the war zone during that period and so cannot judge. I saw these roads in the early fall, however, and they seemed to be in what I could afterwards estimate as average good condition.

One is inclined to wonder just what would happen to our American bituminous highway surfaces, to our 6-in. concrete, or to our brick construction if these were subjected to the continuous pounding of traffic such as occurs, for instance, on the Amiens road. They would develop

severe weakness, of course; no standard surface would withstand such wear. I believe that the difficulties in repairing them in kind would be enormous owing to the absolute lack of time for necessary reinforcements. Modern war traffic over our standard country highways would undoubtedly bring serious problems of maintenance and repair.

General Maintenance And Repair

The system of maintenance and repairs to road surfaces in the war zone might be summed up in the phrase "do the best you can while you can." Work of this nature, in its true sense, cannot be performed with traffic demanding all of the roadway continuously. Makeshifts and rough work must be resorted to; such repairs as are possible must be made when, and as soon as, the shifting of the point of big actions permits, complete repair and restoration of the road must be undertaken. It seems to be the French policy to keep all the important roads in best possible shape against the time when they must be used unsparsingly, unmercifully and without adequate repairs. No effort to accomplish this is neglected. In no other way can the excellent service given be explained.

The worst roads are encountered very near the front, in an active sector. The artillery fire of the enemy within, say, 5 km. of the front line, is very destructive to the roads and, in a great measure, prevents effective repair work. This is particularly true in the Somme sector, where the country is flat and practically treeless, and so without protection to the roads or the vehicles moving on them. Most of the time the enemy fire is directed on the roads and batteries in the zone from 2 km. to 4 km. back of the line. Here, too, the entire area was swept with creeping barrage fire during the Allied offensive and advance. Roads were destroyed and there has been no opportunity to rebuild them in good shape. It is a fact, therefore, that even the main road is in very rough condition after one advance beyond the position of the French first line trenches before the offensive; that is, in recaptured territory. Ambulances, for instance, are obliged to run largely in low gear from this point to and from the advanced dressing stations. The roads are passable but extremely rough. In this sector, too, upkeep of roads within about 2 km. of the front line is not attempted. Their position is too exposed and the shelling too severe. No vehicles approach the front beyond this limit, except the small "soup kitchens" and light supply wagons, and these only at night.

Maintenance—the pre-war continuous patrol of road surfaces by individual cantonniers is not in evidence in the war zone. It is of course unnecessary to keep surfaces in the degree of excellence obtained in peace times. The little roadside houses of the cantonnier are now abandoned or used for storing tools. Maintenance, in the war sense, is practised principally on the more important roads

carrying heavy traffic. Two methods are in use:

1. Loose stone is placed by hand (shovels) in the surface depressions and compacted by traffic. The work is done at periods when the traffic is lightest. Usually the stone has to be placed hastily and in a rough manner. Sometimes it must be cast entirely from the sides. Compaction takes place very quickly under passing fleets of heavy motor trucks with solid double 4-in. rear tires. In the continuous wet weather that was the rule last winter, the results were surprisingly good.

2. The surface is first roughly cleaned of excess mud. Working in short periods, whenever traffic permits, layers of material about one stone thick, are placed in narrow, longitudinal strips and rolled into the surface with steam rollers. The resulting surface in this, as in the first method, is irregular and rather rough, but the main object which is to restore sufficient material to maintain full thickness, is accomplished.

Repair—Repairs to main trunks in busy sectors are not attempted, except for the filling of shell holes. Material must be supplied by the methods above described and repairs postponed until such time as traffic will permit.

Surfaces are renewed by the half-section plan of operation. The old surface is sacrificed by hand and stone added to the desired thickness. Earth and clay seem to be freely used to expedite quick binding. The new

surface is compacted with steam rollers.

Rock Supply

Rock supply is often brought in by rail. Usually, though, there seemed to be a local source within wagon haul. The rock is broken by hand either at the quarry or at roadside. Supply piles are kept stacked at roadside for maintenance and repair. Building stone from villages demolished by shell fire is another interesting source of road material. Brick is also obtained from ruined buildings for road purposes.

Fighting men are not used for road work. All road work is done by men over the military age, by prisoners of war and Annamites. Prisoners of war may not be, and are not, worked within the fire zone; that is in ordinary range of their own guns. Manual labor on the roads is also optional with them and they are paid therefor. Great numbers of them may be seen at maintenance and repair work however.

The Annamites are soldiers of Chinese appearance, from the French province of Annam in Asia. They do not, I understand, believe in warfare and are used for guard duty well back of the lines and are apparently the main source of road labor. In winter, they are largely employed in clearing roadways of snow and scrap-

ing from the surfaces the mud which collects in enormous quantities.

General Conditions

As stated in the beginning of this paper, my work by good fortune carried me over many hundred miles of roads of all classes in the war zone. The average condition of these roads was a better than, under the circumstances, I expected. The first and second class highways are kept in relatively excellent condition. The community roads have, in very many cases, gotten into rather bad shape. They are often extremely rough with big holes but they are hard surfaced and carry their traffic with safety from miring, if without comfort. This neglect of minor roads at certain points is evidently deliberate. It is true economy that decides it. These roads are used almost entirely by horse-drawn vehicles, which are not serious by handicapped or damaged by them, in their ordinary use, speed is not essential; the distance traveled over them in reaching a second or first-class road from the particular village is always short. The labor and materials necessary to their upkeep can be expended with greater effectiveness on the main roads. It comes back to our own policy and aids in the design of American road system 80% of the traffic on 20% of the road; and I think that the ratio in favor of the concentration of effort on main trunks is even more marked under the peculiar requirements of war traffic.

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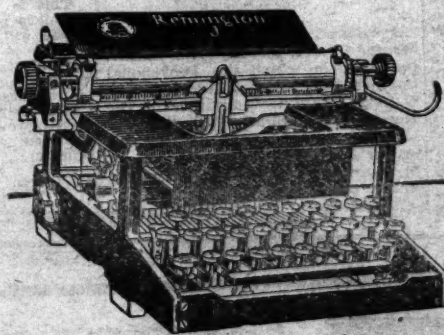
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Piece Goods And Yarn

Messrs. Ibert & Co., write as follows in their weekly market report:

There are still no indications of any improvement in demand, and the market has been extremely dull except in yarn, for which a fair enquiry continues. A hand-to-mouth business, such as recorded last week, has again been transacted for some of the Yangtze ports and the North, but not sufficient volume to prevent a further sagging of tael values which, with the steady decline in silver, has further widened the gap between prices here and in the manufacturing centers. Telegraphic quotations just to hand from Manchester show that prices for standard makes of Grey Shirtings are anything from 1/2- to 11/- per piece higher than the Shanghai equivalent.

The present dullness is largely due to the stringency in the native money market, resulting from nervousness as to the political outlook, and from losses arising out of some more or less serious failures amongst native merchants during recent weeks. A Kiangse merchant, who was entrusted with considerable funds for the purchase of cloth and yarn, is reported to have absconded after a disastrous speculation in gold bars, while a few other dealers have been unable to meet their engagements for similar reasons. Consequently, the native Banks are steadily calling in loans, and some difficulty is anticipated at the native quarterly settlement on the 14th instant, after which it is feared that

few of the current credits to merchants will be renewed.

The country appears to be no nearer a settlement of its political problems than it was a week ago, and while on the face of it there appears to be nothing irreconcilable in the demands of the opposing factions, the situation gives sufficient cause for nervousness to discourage all business.

Grey Shirtings, 8 1/2 lbs.—Market dull, with a few small sales to report in Green Horse at Tls. 4.00, Green Mandarin at Tls. 3.85, and Red Mandarin at Tls. 3.75. Auctions fairly steady.

9-lbs. to 11-lbs.—A single transaction in Bamboo Chop, at Tls. 5.25, is all the business we hear of. Prices at auction show no material change, either way.

12-lbs.—36-in.—We have no business to record under this heading.

White Shirtings.—A little demand has been felt for the smaller Yangtze ports, resulting in sales of the following:—Gold Five Bees, at Tls. 7.75, Aeroplane at Tls. 7.25, Fancy five Bees at Tls. 6.75, and "Kung Sze" at Tls. 5.75. Auctions were somewhat irregular.

Drills and Sheetings.—Some few sales of Japanese cloth are made public as follows:—

Drills:—Phoenix at Tls. 4.40 and Blue Elephant at the same price.

Sheetings:—Nine Dragons at Tls. 4.55 and Dragon Head at Tls. 4.40.

Dyed and Fancy Cottons.—There has been some enquiry from Chefoo for Figured Italians and Poplins, and a small business has been done, but the market is otherwise very quiet

and there was decided weakness at the auctions today.

Cotton.—The last week has seen a steady improvement in the prices of our local staple as well as in Hankow grades, and rates have advanced from The 1.00 to Tls. 1.50 per picul: the steady decline in exchange, and the further advance on both the American and Liverpool cotton markets, being the principal strengthening factors. Quotations today are: Tungchow Tls. 29.00 to Tls. 29.50. Four chop Tls. 28.50 Tai Chong Tls. 29.50, Steam Ginned Tls. 28.50 to Tls. 29.00 and Ordinary Shanghai at Tls. 28.50 to Tls. 29.00. The best grades of Shensi cotton are strong and the No. 1 quality is quoted at Tls. 34.50 to Tls. 35.00 delivered to Mill at Shanghai.

Reuter cables the Liverpool quotation as follows:—Good Middling American at \$1.70d. Egyptian Sakalariola at \$1.95d. and F.M.G. Bengal at \$1.55d. per lb.

Local Yarn.—Our market has been quiet, but the undertone is quite steady. Mills are asking higher prices, due to the advance in cotton. Sales have consequently been on the meager side, comprising only the following:—

12s. 100 Bales Anchor at Tls. 118.00, 100 Bales Teenkwan at Tls. 119.50.

16s. 200 Bales Phoenix at Tls. 125.00, Indian Yarn.—There has been some

little demand for low counts during the week, and the following sales are reported:—

No. 10s. 100 Bales Connaught at Tls. 106.00, and 50 Bales Pabney at Tls. 111.00.

No. 12s. 50 Bales China at Tls. 121.00, 100 Bales Herald Office at Tls. 122.00, and 50 Bales Moon at Tls. 120.00.

Japanese Yarn.—Prices are two or three taels per bale higher on the week, with the following business reported:—

No. 16s. 200 Bales Woman at Tls. 133.50, 200 Bales Three Horses at Tls. 133.25, and 200 Bales Standing Horse at Tls. 133.25.

No. 20s. 200 Bales Man and Fish at Tls. 136.50.

London Rubber Market

Reuter's Service

London, November 8.—Today's rubber prices were:—

Plantation First Latex Crepe:

Spot: 2s. 9 1/2d. paid.

January to March: 2s. 9d. paid.

Tendency Of Market: Dull.

Previous Quotation, London, Nov. 7:—

Spot: 2s. 8d. paid.

January to March: 2s. 9 1/2d. paid.

Tendency Of Market: Quiet.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., write as follows in their weekly share market report:—

Business on the local share market continues very dull, and business has been restricted to very small dimensions. If anything, rates are slightly easier, but with such little business passing it is difficult to detect any definite trend of prices one way or the other. Apparently holders are quite content to wait until better rates are obtainable, and on the other hand, the buying element is very insignificant except when "bar-gains" are obtainable.

BANK OF ENGLAND

Reuter's Service

London, November 8.—According to the Bank of England returns, the proportion of reserve to liabilities is 20 per cent.

Bank of England rate of Discount 5%.

Launch Services

TODAY

The tender conveying passengers and mails to the P.M. s.s. Venezuela will leave the Customs jetty at 2.30 p.m.

Shipping Items

The I.-C. s.s. Suwo, left Hankow for Shanghai on Thursday.

The H.O. s.s. Tehshing left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Tungchow left Tientsin for Shanghai, via Chefoo and Weihaiwei on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The C.N. s.s. Ngankin left Hankow for Shanghai on Friday.

The N.K.K. s.s. Tachi Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The N.K.K. s.s. Yohyang Maru left Hankow for Shanghai yesterday.

The K.M.A. s.s. Jinhua Maru (chartered) left Chinwangtao for Shanghai on Thursday.

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SUNDAY, NOVEMBER 11, 1917

Date and Destination	Per	Chl.	Br.	USA	Rus.	Jap.	Reg.
Today							
Europe via Siberia (P. Train)	1 Via Pukow						
Wailaiwei, Chefoo & Tientsin	Fengtien	8.80					8.00
Nankai, Kobe, Yokohama, Canada, U.S.A. and Europe	Kiangswan	21.00					21.00
Nankai, Kobe, Yokohama, Canada, U.S.A. and Europe	V. Vanconter		15.10				
Nankai, Kobe, Yokohama, Canada, U.S.A. and Europe	Venezuela		14.00				
Japan via Nagasaki & America	Manila maru				20.00	19.30	
Japan, Canada, U.S. & Europe	do	18.00				17.00	
Chefoo and Newchwang	Hothow	16.80				15.00	
Japan, Canada, U.S. & Europe	do	15.80				14.00	
Hankow and Tientsin (Every day)	Frail			17.00		17.00	
Tomorrow							
Europe via Siberia	1 Via Pukow	21.00		17.00		17.30	
Wailaiwei, Chefoo & Tientsin	Vinechow	10.30	10.30			10.00	
Hongkong and Canton	Chenan	21.00		16.30	17.00	21.00	
Hongkong			17.00				
Daluy Manchuria & Europe	Sakaki maru				20.00	19.30	
River Ports	Kiangsu	21.00				21.00	
Tientsin, Manchuria & Daluy	Sakaki maru	18.30				18.00	
Tientsin	Hsinlung	21.00		17.00		21.00	
Japan, U. Kingdom & Canada			11.00			17.00	
and U. S. A.			17.00				
Tientsin (Daily except Sunday)			17.00				
Hankow			16.00				
Ningpo	Hsin Peking						
Tuesday, Nov. 13							
Japan via Nagasaki	Chikugo maru				20.00	19.30	
Europe via Siberia (Express)	1 Via Pukow		7.00			17.13	
Japan Ports	Chikugo maru	8.00				17.13	
River Ports	Saiwo	21.00				21.00	
Swatow, Hongkong & Canton	Wosang	8.00				8.00	
Swatow and Hongkong			9.00				
Wednesday, Nov. 14							
Europe via Siberia	1 Via Pukow	21.00		17.00		17.30	
Amoy and Hongkong			9.00			8.00	
Chefoo and Tientsin	Esang	8.30	9.00			8.00	
Wailaiwei, Chefoo & Tientsin	Stuntien	8.30	9.00			8.00	
Antung and Newchwang	Wenchow	9.30				9.00	
Amoy, Hongkong and Canton	Sinkiang	21.00		16.30	17.00	21.00	
Thursday, Nov. 15							
Japan via Moji	Kumano maru				21.00	19.30	
Saturday, Nov. 17							
Japan via Nagasaki	Yawata maru				21.00	19.30	
Monday, Nov. 19							
Japan via Nagasaki	Hakui maru				20.00	19.30	

† Letters forwarded by this route only when specially marked.

A Registration 8.30 a.m. Supplementary mails closed at 7 a.m. following day.

B Letters and boxes with declared value 7.30 p.m.

C Letters and boxes with declared value 8.30 a.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.

D Letters and boxes with declared value 10.30 a.m. Parcel post and money orders 10 a.m.

Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday, Wednesday and Saturday at 9 p.m. Registered mails are closed half an hour earlier. A supplementary mail of ordinary correspondence only will be closed on Tuesday, Thursday and Saturday at 7 a.m.

Mails for Hankow close every day at 11.30 a.m. Registration at 11.30 a.m. and for Peking and Tientsin every day at 9 a.m. Registration at 5 p.m. at the Russian post office.

SHANGHAI-NANKING RAILWAY

ABRIDGED TIME TABLE, IN FORCE FROM SEPTEMBER 1st, 1917

Up—Shanghai North To Nanking (Main Line)										Nanking To Shanghai North—Down									
STATIONS.	Local	Express	Fast	3rd and 4th	Fast	Local	Fast	Local	Express	STATIONS.	Local	Fast	Fast	3rd and 4th	Fast	Express	Local	Fast	Express
SHANGHAI										PEKING									
NORTH										TIENTSIN									
SOOCHOW										CENTRAL									
WUSIH										TSINANFU									
CHANGCHOW										PUKOW									
TANYANG										NANKING									
CHINKIANG										CHANGCHOW									
NANKING										TANYANG									
PUKOW										WUSIH									
TSINANFU										SOOCHOW									
TIENTSIN										SHANGHAI									
CENTRAL										NORTH									
PEKING																			

R. Restaurant Cars. *Connects Pukow with through Siberian Service.

To Shanghai North. (BRANCH LINE) To Woosung Forts.

STATIONS.	Local	Express	Fast	3rd and 4th	Fast	Local	Fast	Local	Express	STATIONS.	Local	Fast	Fast	3rd and 4th	Fast	Express	Local	Fast	Express
WOOSUNG										SHANGHAI									
FOOTS										NORTH									
SHANGHAI										KIANGSWAN									
NORTH										WOOSUNG									
										FOOTS									



As the dark days arrive better illumination becomes a necessity, lamps in use have blackened, give less light and consume more current.

THEREFORE

It pays to replace the old lamps and to use those of proved reputation among electric light users throughout the world.

"OSRAM"—"G.E.C."

DRAWN WIRE LAMPS

Give utmost brilliancy, long life and consume least current

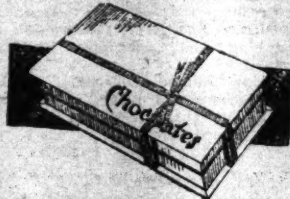
SOLE IMPORTERS

THE GENERAL ELECTRIC CO.

(OF CHINA), LTD.

7, Jinkee Road, Shanghai

Telephone 1606 and 1608.



Made Fresh Every Day

CHOCOLATES in great variety and all kinds of Candy.

"The most delicious in Shanghai."

CAKES

of all descriptions are our speciality.

BIANCHI

97 Szechuen Road

Tel. 2264.

"BEAR BRAND" STERILIZED BERNESE ALPS CREAM



THE BERNESE ALPS MILK CO.

1 Foochow Road.

The I.-C. s.s. Kutwo will leave Hankow for Shanghai today.

The C.N. s.s. Anhui will leave Hongkong for Shanghai today.

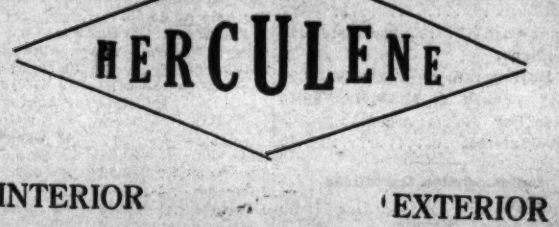
The K.M.A. s.s. Kwangping left Chinwangtao for Shanghai on Friday.

The I.-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tatung will leave Hankow for Shanghai tomorrow.

The T.K.K. s.s. Ssangyang Maru will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Sunning will leave Hongkong for Shanghai on Tuesday, Nov. 13.



INTERIOR

EXTERIOR

COLD WATER PAINT

Fireproof

Durable

Sanitary

at one-third the cost of Oil Paints.

Packed in a dry powder form.

Sixteen different shades.

FEARON, DANIEL & CO., INC.

PAINT DEPARTMENT

18 Kiangse Road

Tel. No. 108

SCIENTIFIC EYE-TESTING

Precise Duplicating

Fine Repairing

ACCURATE LENS GRINDING

Toric and Kryptok Lenses, Sun-glasses, Protection Goggles & Everything Optical

Special rate to Doctor's prescriptions

CHINESE OPTICAL COMPANY

P 352 Nanking Road, near Lloyd Road

Branches: Peking, Tientsin, Hankow, Changsha, Hangchow

Power Economy



Electric motors solve the problem of maximum production.

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, November 10, 1917.

Money And Bullion

Gold Dollars Bank's buying rate	
@ 98 1/2 = Tls.	1.02
@ 72.8 = Mex.	\$1.40
Mex. Dollars Market rate	72.45
Thai Gold Bars: 978 touch Tls.	280
Bar Silver	432
Copper Cash	per tael 1795
Sovereigns:	
Buying rate @ 4/1 = Tls.	4.90
exch. @ 72.8 = Mex.	\$6.73
Peking Bar	10
Native Interest	10

Latest London Quotations

Bar Silver	432d.
Bank Rate of Discount	5%
Market rate of discount:	
1 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	27.52
Ex. N. Y. on London	47.88
Consols	100

Exchange Closing Quotations

London	T.T. 4/1
India	Demand 4/1 1/2
Paris	(nominal) T.T. 286
Paris	Demand 561 1/2
New York	T.T. 97 1/2
New York	Demand 97 1/2
Hongkong	T.T. 71
Japan	T.T. 52 1/2
Batavia	T.T. 22 1/2

Banks Buying Rates

London	4 m-s. Cds. 4/3
London	4 m-s. Docy. 4/3 1/2
London	6 m-s. Cds. 4/3 1/2
London	6 m-s. Docy. 4/3 1/2
Paris	4 m-s. 564 1/2
New York	4 m-s. 101 1/2

Customs House Exchange Rates For November

Hk. Tls. 4.30 @ 4/24	£1
1 @ 574 = Francs	6.39
1 No quotation Marks	52.21
0.90 @ 99 1/2 Gold	\$1
1 @ 61 1/2 Yen	2.15
1 @ 15 Rupees	3.49
1 @ 71 1/2 Roubles	7.95
1 @ 1.50 Mex.	\$1.50
† Nominal.	

Stock Exchange

Transactions

TODAY'S QUOTATIONS

Shanghai, November 10, 1917.	
Official	
Anglo Javos Tls. 9.75	
Shanghai Pahangs Tls. 1.56	

Sharebrokers' Association

Transactions

BUSINESS DONE

Shanghai, November 10, 1917.	
Official	
Butes @ Tls. 1.15	

Hongkong Share Market

Hongkong, November 2.—Messrs. Moxon and Taylor write as follows in their weekly share market report:

Sterling Exchange still rules our share market, which has relaxed to general dullness with very little business passing.

Shanghai seems to be in the same condition.

Banks.—Hongkong Banks have eased off to a nominal quotation of \$650 under Exchange influence.

Marine Insurance.—Customs have been done in small numbers at \$230, and remain steady at that rate. Unions might be obtained at \$300.

North Chinas after keen enquiry at Tls. 120 from the North have now sellers at that rate.

Shipping.—Deferred Indos have now sellers at \$114 for cash with no business done except for forward settlements. A certain number of shares have changed hands round about \$115 for February. Steamers are firm but quiet at \$19 1/2. Douglases are nominal at \$75.

Refineries.—China Sugars at \$35 are for sale. Malabons are still wanted at \$29 1/2.

Oils and Mining.—In Langkats there is nothing doing, the quotation of Tls. 13 1/2 being more or less nominal. Raubs at \$2 1/2 are for sale. Trochots at 28/- and Urals at 30/- are nominal. Shells remain unaltered at \$5.76 and Kallans at 40/- with no business passing.

Docks, Wharves and Godowns.—Kowloon Wharves have formed up again with business done at \$86 for cash and \$87 1/2 December. Hongkong Docks are very steady at \$117. Cash sellers are very scarce. Shanghai Docks are now quoted at \$76 1/2 nominal.

Lands, Hotels and Buildings.—West Points are in demand at \$81. Hongkong Lands are nominal at \$88. Hongkong Hotels could be placed at \$99. Kowloon Lands at \$30 are

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & CO.

sellers whilst Humphreys are wanted at \$5 1/2.

Cotton Mills.—The Northern market remains flat. The following are today's quotations:—

Ewos Tls. 156.

Shanghai Cottons Tls. 114.

Kung Yiks Tls. 15.

Yangtsepoos Tls. 5 1/2.

Oriental Tls. 36 1/2.

Electric Companies.—Hongkong Electric is firm at \$84 with no business doing. China Lights are on offer at \$4. Hongkong Trams are for sale at \$6.65.

Hongkong Tramway Co., Ltd.

The following is an approximate statement of the traffic receipts for the week ended October 27, 1917:—

Receipts for Aggregate week.

This year ... \$13,065

Last year ... \$12,398

Increase ... 667

Decrease ... 38,221

Miscellaneous.—Watsons have changed hands at \$5 1/2 but there are now buyers at \$5 1/2. Cements at \$7.40 are featureless. Providents have been done at \$7 1/2 and close firm. Ices are nominal at \$14 1/2. Waterboats are without business at \$13. Dairy Farms are still wanted at \$21 1/2 ex dividend. Steam Laundries at \$3 have been done and are still wanted. Ropes at \$29 1/2 are quiet. Powells remain unchanged at \$6 1/2.

Rubbers.—Singapore cables as follows:—

Malaka Pindas ... \$3.10

Malakoffs ... 4.70

New Serendahs ... 4.90 all sellers

Radeljas ... 12.25

Sungei Bagan ... 3.80

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly market report:—

Our last report was dated 2nd inst. White Silk.—There has been small enquiry from Europe, and prices show a decline of some Tls. 10-15 on rates paid two weeks ago.

Tsatiees.—Good Killing Tls. 525.

Tsatiee Filatures.—Pegasus, 1, 2, 3 Tls. 690 av. Buffalo, A. B. C. Tls. 690 av. Kung Kee Mars 1, Tls. 635.

Steam Filatures.—A small business has been booked for Europe, round about former rates.

Tussah Filatures 8 coc.—A couple of small purchases of Best grades have been taken at Tls. 330 av. There still appears little disposition on the part of buyers to operate.

COTTON MARKET

Reuter's Service

London, November 8.—Today's rubber prices were:—

Good middling Americans ... 21.88d.

January ... 21.24d.

May ... 20.70d.

ASTOR HOUSE HOTEL,

TIENTSIN.

Cable Address:

ASTORJ

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

China Mutual Life Insurance

Co., Ltd.

We issue Policies in Sterling

Take advantage of the Exchange.

Telephone to us, Central

2601, or write to the Head Office,

10 Canton Road, Shanghai.

"BICKERTON'S"

PRIVATE HOTEL

Established 22 years.

102 Bubbling Well Road. Seven minutes from Bund by tram, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light, Tel. W. 1271.

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital ... £1,200,000

Reserve Fund ... 1,000,000

Reserve Liability of Shareholders ... 1,200,000

Head Office:

38 BISHOPS-GATE, LONDON, E. C.

Court of Directors:

Sir Montagu Cornish Turner, Chairman.

Sir Henry S. Cunningham, K.C.I.E.

Sir Alfred Dent, K.C.M.G.

W. H. Neville Gieschen, Esq.

The Hon. Lord George Hamilton, G.C.S.I.

W. Foot Mitchell, Esq.

Lewis Alexander Wallace, Esq.

The Bank of England.

The London City & Midland Bank Limited.

The National Provincial Bank of England, Limited.

The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar, Iloilo, Puket

Bangkok, Ipoh, Rangoon

Batavia, Karachi, Saigon

Bombay, Klang, Seremban

Calcutta, Kobe, Singapore

Canton, Kuala-Lumpur, Shanghai

Cebu, Madras, Sourabaya

Colombo, Malacca, Taiping

Delhi, Manila, (F. M. S.)

Fookchow, Medan, (Lower)

Haiphong, New York, (Burma)

Hankow, Peking, Tientsin

Hongkong, Penang, Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought Travelling Letters of Credit, issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

L. R. BREMNER, Manager.

BANQUE DE L'INDO-CHINE

Capital ... Frs. 48,000,000.00

Reserves ... Frs. 48,000,000.00

Succursales et Agences:

Bankok, Hanoi, Saigon

Batambang, Hongkong, Shanghai

Canton, Mengtze, Singapore

Djibouti, Noumea, Tientsin

Dondichery, Peking, Tourane

Haiphong, Papote

Hankou, Phom-Penh

In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN, Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique

Societe Anonyme

Paid-up Capital ... Frs. 30,000,000

Head Office: BRUSSELS.

London office: 2 Bishopsgate

Branches at Peking, Tientsin, Alexandria, Cairo (Egypt) and Rotterdam

President: JEAN JADOT

Gouverneur Societe Generale de Belgique.

Banks:

London: Martin's Bank, Ltd.

Brussels: Societe Generale de Belgique.

Antwerp: Banque d'Anvers.

Paris: Banque de l'Union Parisienne, Societe Anonyme.

Lyons and Marseilles: Comptoir National d'Escompte de Paris.

New York: National City Bank of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

M. DEMETS, Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital ... \$15,000,000

Reserve Funds:—

Sterling, £1,500,000 @ 2s. \$15,000,000

Silver ... 13,500,000

\$38,500,000

Reserve Liability of Proprietors ... \$15,000,000

Head Office: HONGKONG

Court of Directors:

Hon. Mr. S. H. Dodwell, Chairman.

Hon. Mr. P. H. Holyoak, Deputy Chairman.

Hon. Mr. C. E. Anton.

F. C. Butcher, Esq.

A. H. Compton, Esq.

G. T. M. Edkins, Esq.

C. S. Gubbay, Esq.

E. V. D. Parr, Esq.

W. L. Pattenden, Esq.

Chief Manager

Hongkong—N. J. SPARR.

Branches and Agencies:

Amoy, Ipoh, Peking

Bangkok, Johore, Penang

Batavia, Kobe, Rangoon

Bombay, Kuala Lumpur, Saigon

Calcutta, London, S. Francisco

Canton, Lyons, Shanghai

Colombo, Malacca, Singapore

Fookchow, Manila, Sourabaya

Hankow, Nagasaki, Tientsin

Harbin, New York, Tsingtau

Iloilo, Yokohama

London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.

Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN, Manager.

Russo-Asiatic Bank

Roubles.

Capital (fully-paid) ... 55,000,000

Reserve Fund ... 29,960,000

Kpg. Tls.

Capital Contributed by the Chinese Government ... 3,500,000

Reserve Fund ... 1,750,000

Head Office: PETROGRAD.

Paris Office: 9, Rue Boudreau.

London Office: 64, Old Broad St. E.C.

Banks:

London: Messrs. Glyn, Mills, Currie & Co.

Paris: Societe Generale pour favoriser le Developpement de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.

Lyons: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.

For Eastern Branches and Agencies

Bombay, Harbin, Peking

Chanchun, Hongkong, Shanghai

Chefoo, Newchwang, Tientsin

Dairen, Nicolayowsk, Vladivostok

Hailan, O-Amur, Yokohama

Hankow

81 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current, Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold. Safe Deposit Boxes.

L. JEZERSKI, G. CARRERE, Managers for China, Japan and India.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital ... H.\$2,000,000

Subscribed and paid up Capital ... H.\$1,371,500

Reserve Fund ... H.\$ 120,000

Investment reserve fund ... H.\$ 20,000

Head Office: No. 6 Des Voeux Road, Hongkong.

Shanghai Office: No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG, Act Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital ... \$60,000,000.00

Paid-up Capital:—

Chinese Government 10,000,000.00

Chinese Mercantile 2,312,500.00

Community ... \$12,312,500.00

Reserve Fund ... 1,892,584.85

HEAD OFFICE: PEKING.

Branches and Agencies:

Peking, Tientsin, Newchwang, Mukden, Changchun, Harbin, Dalren, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shansi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Fookchow, Canton, Nanchang, Talyuen, etc., etc.

SHANGHAI BRANCH.

3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interest allowed on Tael Current Accounts at 2 per cent per annum, on Dollar Current Accounts at 1 per cent per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.

For 6 months at the rate of 4 per cent per annum.

For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG, Manager.

Banque Industrielle de Chine

Capital ... Francs 45,000,000

One-third of the Capital, i.e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 1

Business and Official Notices

It Is The Greatest "Bargain"
ever offered to the public. Outfitting and
drapery goods at prices absolutely below cost.

We are quitting positively.

Time of sale limited

CANTOROVITCH
"QUITS"

103 Broadway, Shanghai.

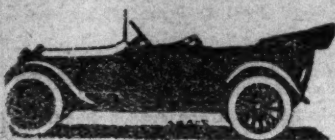
TO MOTORISTS

Instruction in driving motor cars,
and in cleaning and effecting minor
adjustments, by a fully competent
foreign professional motorist.

Periodical inspection of cars.
Will instruct and qualify Chin-
ese chauffeurs, thereby saving much
expense to owners.

MODERATE CHARGES

Only Allies and neutrals need
apply to Box 319, THE CHINA
PRESS.



BORN 1915

STILL EXISTING



Widler & Company
Chungking, West China.

New French Government 4% Perpetual Loan.

The BANQUE DE L'INDO-CHINE
will receive subscriptions at best rate
of exchange and granting all facilities
for the above loan, particulars of
which are as follows:

Price of issue: Frs. 68.60 for 100
francs nominal.
Date of issue: 28th November, 1917.
Subscriptions up to francs 7,500
nominal (i.e. Frs. 5,145 net) for
300 francs income) are allotted
in full.

Over this amount, capital subscrib-
ed is subject to reduction, and 12
francs have to be paid in for each
100 francs nominal applied for.

Allotments in full are equally
granted in exchange for the following
previous French War Securities:

Bons de la Defense Nationale.
Obligations de la Defense Nationale.
Rente 3 1/2% Amortissable.
The New Loan is unconvertible for
25 years and free of all taxes.
BANQUE DE L'INDO-CHINE.
15783

Whangpoo Conservancy Board.

Notification No. 74.

TENDERS FOR COAL.

Tenders are hereby invited for
the supply, for dredgers and
launches, of about Six hundred tons
of Lump Coal per month for six
months from 1st January to 30th
June, 1918, to be delivered ex-
godown.

Tenders addressed to the
"Whangpoo Conservancy Board, 6
Kiukiang Road, Shanghai," must be
sent in so as to be in the Board's
hands on or before noon, November
21st, 1917. Tenderers are required
to deliver before the same day one
ton of coal as sample at the Con-
servancy Whangpoo Yard at Chang
Wah Pang, for which the Board
will pay actual cost.

The Board do not bind them-
selves to accept the lowest or any
tender.

WHANGPOO
CONSERVANCY BOARD.
Shanghai, Nov. 8th, 1917.
15787

**THE CHINA LAND &
FINANCE CO., LTD.**
10 Canton Road

TO LET

NEW houses in Studley Avenue,
Baikal Road, hot and cold water,
kitchen range, enamelled baths.

Telephone to us—Central 2601, or
write to 10 Canton Road.
15722

AMUSEMENTS

OLYMPIC THEATRE

Showing Nov. 11th & 12th

VICTOR MOORE

IN THE

"RACE"

WITH

ANITA KING

FIVE PARTS

Paramount Pictures

Showing on Friday, 16th

"THE UNWRITTEN LAW"

WITH

BEATRIZ MICHELENA

APOLLO THEATRE

Programme for Nov. 11th.

THE RUSSIAN CABARET CONCERT PARTY
THE RUSSIAN CABARET CONCERT PARTY

M. Khmarin Md'le. Svetch Md'le. Davidova
Impersonator Dancer Operatic Soprano.
A clever and talented band of artists.

Our Star Drama **"PRINCESS NADINA"** Our Star Drama
A wonderful story of hypnotism and tragedy.

Pathe's British and American Gazettes

The weekly armchair tour of the world.

"The Flora of Japan"

a charming flower study.

"Too Much Excess is a Great Fault"

A dainty French comedy.

Time and prices as usual. Booking at Robinson's.

MATINEE, Today at 3 p.m.

"Mystery of the Double Cross"

11th and 12th Episodes, Four Parts.

Commencing Monday, November 12

RICHARD AND GLADIE

Presenting latest ballroom dances, also imitation of Charlie Chaplin,
not on the screen, but 25 minutes of comedy by Bell Chaplin.

"The Great Idea"

SHANGHAI IN A LOOKING GLASS

A Variety Entertainment Including an Exhibition of
Local Cinematograph Films

will be given in the

OLYMPIC THEATRE

Wednesday, Nov. 14 at 9 p.m.

All expenses having been privately subscribed, the
Gross income from the performances will be devoted
to the **British Women's Work Association and
French War Charities** respectively.

Prices \$3.00 and \$1.00

Booking at MOUTRIE'S Now Open

THE SAVOY HOTEL

Special Cabaret Dinner Every Evening

Music and Variety During Dinner
From 7 to 9 o'clock.

Dancing and Variety
From 9 to 12 o'clock.

Music by The Savoy Orchestra

Appearing SATURDAY and
SUNDAY EVENING.

M. and Md'le. Oreo, in Modern and
Characteristic Dancings, Magic, etc.
First appearance in Shanghai.
L. T. Slicker, in Ragtime Songs
accompanied by chorus.

Price of Dinner, including enter-
tainment, \$1.50.

General Admission to After Dinner
Dance Free.

Tables or Private Dining Rooms
reserved on request.

Phone No. 2516.

MUNICIPAL NOTIFICATION

No. 2435.

7% (SHORT TERM) LOAN, 1917.
UNDER the authority of Resolu-
tions V and VI passed at the
Annual Meeting of Ratepayers on
March 21, 1917, the Council hereby
invites applications for debentures in
the 7 per cent Loan of 1917.

The debentures in this issue will
bear interest from the date of pur-
chase at the rate of 7 per cent per
annum, payable on June 30 and
December 31 in each year. They will
be issued at par and will be redeemed
on June 30, 1922.

The scrip will be issued in denomi-
nations of Tls. 1,000, Tls. 500 and Tls.
100 to suit the convenience of ap-
plicants.

Application forms can be obtained
from the Treasurer, Finance Depart-
ment, 24a Kiangle Road, to whom all
inquiries should be addressed.

By order,

N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, March 22, 1917. 15781

Cotton Anti-Adulteration Association

A meeting of the members of the
above association will be held at the
offices of Messrs. Jardine, Matheson
& Co., Ltd., on Thursday, the 15th
instant, at 5 p.m., to meet Messrs.
Jobson, E. L. Hsia and S. S. Chien,
who have been appointed by the
Ministry of Agriculture and Com-
merce, Peking, to visit Shanghai for
the purpose of discussing the subject
of Cotton Improvement.

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Columbia Oct. 13
Korea Maru Oct. 1
Royal Arrow Oct. 17
Siberia Maru Oct. 14
For Tacoma
Hawaii Maru Oct. 1
Mexico Maru Sept. 21
For Seattle
Inaba Maru Oct. 13
For Vancouver
Basile Dollar Sept. 17
Hazel Dollar Sept. 17

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From London
Kashima Maru Nov. 11
From San Francisco
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Tokio Maru Nov. 11

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GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Nov 11	9.30	San Francisco	Venezuela	Am.	P.M.S.S.Co.
13	8.00	Tacoma & Seattle Wash.	Manila maru	Jap.	O.S.K.
19		San Francisco	China	Am.	C.M.S.S.Co.
20		San Francisco	Shinyo maru	Jap.	Alexander

FOR JAPAN PORTS

Nov 13	10.00	Nagasaki, Moji & Kobe	Chikuzo maru	Jap.	N.Y.K.
15	11.00	Moji, Kobe & Osaka	Kumano maru	Jap.	N.Y.K.
17	noon	Nagasaki, Moji and Kobe	Yawata maru	Jap.	N.Y.K.
18	11.00	Kobe and Yokohama	Asakura maru	Jap.	N.Y.K.
20		Nagasaki, Moji and Kobe	Hakuni maru	Jap.	N.Y.K.
24		Nagasaki, Moji & Kobe	Omi maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

Nov 21	1.00	London etc.	Eaga maru	Jap.	N.Y.K.
26	noon	London etc.	Yokohama maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

Nov 11	D.L.	Swatow & Hongkong	Shengking	Br.	B.&S.
12		Hongkong	Chikuzo maru	Jap.	O.S.K.
13	4.00	Swatow	Hsin Peking	Br.	B.&S.
14	4.00	Ningpo	Hsin Ningbo	Chi.	N.S.S.Co.
15	4.00	Ningpo	Kiangte	Chi.	C.M.S.N.Co.
16	D.L.	Hongkong & Canton	Chenai	Br.	B.&S.
17	D.L.	Anoy, Hongkong & Canton	Shikang	Am.	P.M.S.S.Co.
18	D.L.	Hongkong & Manila	Encador	Br.	B.&S.
19	D.L.	Swatow & Hongkong	Anhui	Br.	B.&S.

FOR NORTHERN PORTS

Nov 11		Chinwangtao direct	Yodo maru	Jap.	K.M.A.
11	noon	Chefoo & Newchwang	Hohow	Br.	B.&S.
12	noon	Weihsaiwei, Chefoo & Tientsin	Yincho	Br.	B.&S.
13	10.00	Daluy	Sakaki maru	Jap.	S.M.R.
14	10.00	Chefoo & Tientsin	Keang	Br.	J.M.&Co.
15	A.M.	Tientsin	Hsinlung	Br.	B.&S.
16	10.00	Weihsaiwei, Chefoo & Tientsin	Shuntien	Br.	B.&S.
17	11.00	Antung & Newchwang	Wenchow	Br.	B.&S.
18		Tientsin	Kwangping	Br.	K.M.A.
19		Tientsin	Kobe maru	Jap.	S.M.R.
20	11.00	Tientsin and Daluy			

FOR RIVER PORTS

Nov 11	M.N.	Hankow etc.	Kiangkwan	Chi.	C.M.S.N.Co.
12	M.N.	do	Luenho	Br.	J.M.&Co.
13	M.N.	do	Kiangy	Chi.	C.M.S.N.Co.
14	M.N.	do	Talee maru	Jap.	N.Y.K.
15	M.N.	do	Swiwo	Br.	J.M.&Co.
16	M.N.	do	Fengyang maru	Jap.	N.Y.K.
17	M.N.	do	Luenho	Br.	B.&S.
18	M.N.	do	Wankin	Br.	B.&S.
19	M.N.	do	Kiangyung	Chi.	C.M.S.N.Co.
20	M.N.	do	Kiangshin	Chi.	C.M.S.N.Co.
21	M.N.	do	Kuiwo	Br.	M.&Co.
22	M.N.	do	Tatung	Br.	B.&S.

*A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Nov 10	Ningpo	Kiangkwan	2012	Chi.	C.M.S.N.Co.	KLW
10	Japan	Chikuzo maru	1446	Jap.	N.Y.K.	NKXW
10	Japan	Sapporo maru	1555	Jap.	Satoh Shoki	
10	Hankow	Ceylon maru	5068	Jap.	N.Y.K.	WSW
10	Hankow	Kiangy	1490	Chi.	C.M.S.N.Co.	KLW
10	Hankow	Poyang	1520	Br.	J.M.&Co.	SW
10	Hankow	Talee maru	1126	Jap.	N.Y.K.	LPDW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
Nov 10	Foochow	Huan	1839	Chi.	C.M.S.N.Co.
10	Japan	Yamashiro maru	2326	Jap.	N.Y.K.
10	Hankow etc.	Suluan maru	3997	Jap.	N.Y.K.
10	do	Ningshao	232	Chi.	N.S.Co.
10	do	Poyang	1892	Br.	B.&S.
10	Japan	Takao maru	1493	Jap.	M.E.K.
10	Ningpo	Kiangkwan	2012	Chi.	C.M.S.N.Co.

Vessels Loading

For River Ports

HANKOW AND PORTS.—The Str. Kiangkwan, Captain C. B. Conley, will leave on Sunday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW AND PORTS.—The Indo-China Steam Navigation Co.'s Str. Luenho, tons 2,868 Captain Jackson, will leave on Monday, November 12, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers, Tel. No. 240.

HANKOW AND PORTS.—The Indo-China Steam Navigation Co.'s Str. Suwo, tons 2,671 Captain Sellar, will leave on Tuesday, Nov mber 13 at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers, Tel. No. 240.

HANKOW AND PORTS.—The Str. Kiangy, Captain Wm. S. Ross, will leave on Monday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW AND PORTS.—The Co.'s Str. Talee Maru, Capt. E. Taniguchi, will be despatched from pootung N.Y.K. wharf on Monday, Nov. 12, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

For Southern Ports

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer Shengking, Captain McIntosh, will leave the French Bund on Sunday, November 11, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. Chicago Maru, Capt. T. Saito, will be despatched from the Co.'s Yangtzeport wharf on November 12, at 11 a.m. The steam-launch conveying passengers on board will leave the customs jetty at 11 a.m. on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha. No. 4, The Bund. Tel. No. 4234 and 4047.

NINGPO.—The China Navigation Co.'s Str. Hsin Peking, Capt. A. Scott, R.N.R., will leave from the French Bund on Monday, November 12, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG AND CANTON.—The China Navigation Co.'s Steamer Chenan, Captain Barkus, will leave from the French Bund direct for the above ports on Tuesday, Nov. 13, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG AND CANTON.—The China Navigation Co.'s Str. Shikang Captain Benson, will leave from the French Bund direct for the above ports on Thursday, Nov. 15, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, French Bund Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer Anhui, Capt. Eedy, will leave from the French Bund direct for the above ports on Sunday, November 18, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHEW and KEELUNG.—The Str. Keelung Maru, Capt. T. Kamashi, will be despatched from the Co.'s Yangtzeport wharf on Nov. 21, at 11 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 11 a.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha. No. 4, The Bund. Tel. No. 4234 and 4047.

For Northern Ports

CHINWANGTAO DIRECT.—The Kailan Mining Administration, chartered as Yodo Maru, November 11 For Freight or Passage apply to Agent, 1 Jinkoo Road Tel. No. 319.

CHEFOO AND NEWCHWANG.—The China Navigation Co.'s Steamer Hohow, Capt. A. V. Harrison, will leave on Sunday, November 11, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents, Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENSIN.—The China Navigation Co.'s Str. Yingchow, Capt. J. Gibbs, will leave from the French Bund on Monday, November 12, at noon. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENSIN direct.—The Str. Hsinlung, Capt. F. H. Hamblin, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENSIN.—The China Navigation Co.'s Str. Shuntien, Capt. Northcombe, will leave from the French Bund on Wednesday, November 14, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

ANTUNG and NEWCHWANG.—The China Navigation Co.'s Steamer Wenchow, Capt. A. McDowell, will leave on Wednesday, November 14, at 11 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, Tel. No. 77.

TIENSIN direct.—The Kailan Mining Administration, chartered as Kwangping, will leave from the French Bund on Monday, November 12, at 11 a.m. For Freight or Passage, apply to Agents, 1 Jinkoo Road Tel. No. 319.

TIENSIN, DAIREN and TSINGTAO.—The Str. Kohoku Maru, Capt. M. Oyama, will be despatched from the Co.'s Yangtzeport wharf on Nov. 25, at 11 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 11 a.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha. No. 4, The Bund. Tel. No. 4234 and 4047.

For Foreign Ports

TACOMA & SEATTLE, CALLING AT VICTORIA B.C. via NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.—The Str. Manila Maru, Capt. N. Kobayashi, will be despatched from on Monday, Nov. 12, at 9 a.m. Though Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co. at Seattle and Tacoma, Consular Invoices must accompany overland shipment. The tender will leave the customs jetty for conveyance of passengers and mails to the steamer at 8 a.m. on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

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*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

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For TIENSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

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"KEELUNG MARU" ... (1,569 tons) Capt. T. Kamashi, Nov. 19, Nov. 21

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Spring and Summer

bookings are now being made.

There is every indication that travel home next year will be unprecedentedly heavy, and, all those contemplating the trip are warned to mature their plans as early as possible, and arrange for necessary berth reservations.

Round trip tickets are good for twelve months, and are interchangeable with the Toyo Kisen Kaisha and Pacific Mail.

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General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building. Tel. Central 182.

For through bills of lading, quotation of freight rates, etc. apply to

L. E. N. RYAN, Agent,

Corner Peking and Yuen Ming Yuen Roads. Tel. Central 181.

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Imperial Japanese and U. S. M. Line to San Francisco from Shanghai

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SEMI-TROPICAL ROUTE.

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PROPOSED SAILINGS FOR SAN FRANCISCO.

SHINYO MARU	25,000 tons, from Shanghai.	Nov. 26, 1917
KOREA MARU	20,000 tons, from Shanghai.	Dec. 22, 1917
SIBERIA MARU	18,000 tons, from Shanghai.	Jan. 3, 1918
TENYO MARU	22,000 tons, from Shanghai.	Jan. 14, 1918

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance, Deck Danes. Service and Cuisine unexcelled.

REDUCED FIRST CLASS RATES by the steamers Nippon Maru and Persia Maru offering superior accommodation, first-class cuisine and service.

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Railway transportation between Nagasaki, Kobe, and Yokohama may be had on application to the purser.

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WILL SAIL FROM SHANGHAI FOR

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VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU

NOV. 19, JAN. 29,

Business and Official Notices

NOTICE

Notice is hereby given that the following money orders have been lost and declared null and void:

No. 6494, for Tls. 97.90, issued by Chung Hwa Bank, No. 15, for Tls. 221.833, issued by Ling Ta Ching (林大成), payable by Dong Ziang (湯祥) No. 10772, for Tls. 730.50, issued by Dong Fong (同豐) and one for Tls. 1,000, issued by Yang Ching Woo (楊慶記) in favour of Pai Shing Kee (沛聲記), all due on the 30th day of the 9th moon (November 14, 1917). Also one issued by Dong Fong Tai (同豐泰) in name of Yung Tong Kee (永亨記) for Tls. 1,000, due on the next 30th day of the 3rd moon.

The public are hereby warned against negotiating or accepting the above whenever forthcoming.

CHOW SHING KEE (周興記)
Shanghai, November 10, 1917.

MEN WANTED

But

Men who can do something and do it well. The whole world over, Trained Men are in demand. There are not enough jobs to go around for the untrained. Lift yourself above the common, job-seeking class. Secure special training in your spare time. Learn to do one thing better than the average man and the world will demand your services.

With the skillful assistance of the I.C.S. you can, in your own home, in your spare time, receive the kind of training that insures definite, progressive advancement in salary and position.

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Tear out this notice. Write your address on the margin. Also write the training that interests you if it is in the above list. You will promptly receive catalog and full information.

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Other Business and Official Notices will be found on

Pages 17 and 19

Shanghai Race Club

AUTUMN RACE MEETING, 1917

Tomorrow, First Day, Monday, November 12th.

The Races Will Commence at 11.15 a.m. Prompt.

There will be TEN EVENTS including:—

The Maiden Stakes.....3rd Race
The Shanghai St. Leger.....6th Race

The public can obtain Tickets of Admission either from Messrs. KELLY & WALSH, Ltd., or at the GATE.

"SEASON TICKETS, covering the Three Official Race Days as well as the "OFF" Day.

For Gentlemen...Price \$6 each
For Ladies.....Price \$3 each

Day Tickets are obtainable at the Gate only:—

For Gentlemen...Price \$3 each
For Ladies.....Price \$2 each

The Public Band will be in attendance.

The Tiffin Interval will be after the Third Race.

By Order of the Stewards,
Secretary, Shanghai Race Club.

A. W. OLSEN,

Shanghai Race Club

SELLING LOTTERIES.

Lotteries will be held at the Grand Stand at 9.15 p.m. TOMORROW, Monday, on the following Races:—

THE NORTHERN CUP
THE RACING STAKES

THE CHAMPION SWEEPSTAKES (3rd EXTRA)

Members of the Country, Shanghai, Masonic and American Clubs are cordially invited to be present and participate in the Lotteries.

By Order of the Stewards,
Secretary, Shanghai Race Club.

A. W. OLSEN,

15807

Declaration of Loss

Bank orders: One No. 1974, for Tls. 1,000 and the other No. 1999 for Tls. 500, issued by the National Commercial Bank, due on the 28th and 30th days of the 9th moon respectively. (November 12 and 14, 1917) have been lost.

The public are hereby warned against negotiating or accepting the same, as cancellations have been made at the said bank.

KWANG TA CIGARETTE CO.
上海廣大烟公司

November 10, 1917.

15812

The Gula-Kalumpung Rubber Estates, Limited

COUPON NO. 12.

HOLDERS OF SHARE WARRANTS TO BEARER are hereby notified that the above Coupon, representing the Interim Dividend of 1/8 per share, less income tax at 5/- in the £, will be payable on and after the 12th November, 1917, and may be negotiated at the offices of the Hongkong and Shanghai Banking Corporation, Shanghai.

Coupons must be listed upon the Company's forms, which may be had on application to the above-mentioned Bank, and must be left two clear days previous to payment, between the hours of 11 a.m. and 3 p.m., Saturdays excepted, on and after Monday, the 12th November, 1917.

15805

Have you tried our

"UPPER CRUST"

Rye Whiskey?

— THE WHISKEY —

— OF QUALITY —

Phone 2021

GARNER, QUELCH & CO.

WINE MERCHANTS

73 Szechuen Road

Conseil d'Administration Municipale de la Concession Francaise de Changhai

EMPRUNT MUNICIPAL DE 1911 (Obligations a 6%)

Aucune operation de transfert ne sera enregistree du 19 au 30 Novembre inclus.

Par Ordre,
Le Secretaire du Conseil,
G. LAFERRIERE.

15800

French Municipal Council

MUNICIPAL LOAN OF 1911 (6% Debentures)

Transfer books for the above loan will be closed from 19th to 30th November, both days inclusive.

By Order,
G. LAFERRIERE,

Secretary.

15804

The Moka Garden Embroidery Mission of Soochow

will hold a

'XMAS SALE

On Wednesday, November 14th at

THE CARLTON CAFE

from 10 a.m. to 5 p.m.

Newest designs in Dress Patterns, Scarves, Table Sets, Baby Clothes, Etc.

15802

LOST

Liquidator's Certificate, No. 53, in favour of Yin Hsuei Hsin, for repayment of capital on 50 ordinary shares in the Cathay Trust Limited, Shanghai, has been declared to be lost; and a new one has been applied for.

15810

Shanghai Foreign Exchange Bankers Association.

The Exchange Banks which are members of the above Association will open at 9 a.m. and close 11 a.m. on Monday, Tuesday and Wednesday, the 12th, 13th and 14th November, on account of the Autumn Race Meeting.

15778

ZONG LEE & SONS, (W. Z. Lee & Sons, Est. 1895), BROADWAY, SHANGHAI

METALS AND HARDWARE

Contractors to Governments, Municipalities, Railways, Tramways, etc.

SATISFIED CUSTOMERS

ARE NEVER SATISFIED

THEY ALWAYS RETURN TO GRIFFITHS' STORES

FOR MORE OF CLUFF'S DELICIOUS

"BLUE RIBBON"

TINNED FRUITS

TELEPHONE WEST 641 FOR A TRIAL ORDER

15778

PERFORATORS

"Cancelled"

"Void"

"Paid"

Tel. 4778

THE OFFICE APPLIANCE CO.

4 Canton Road, Shanghai

Tel. 4778

WEST 1211

"THE MOTOR HOUSE"

FOR MOTOR TROUBLES

H. S. HONIGSBERG & CO., INC.

15800

VARIETY ENTERTAINMENT

by the Ladies' Society for the Relief of Chihli Flood at the

TOWN HALL, Nanking Road.

TONIGHT, 7 P.M.

Tickets may be obtained from World's Chinese Students' Federation, 51 Bubbling Well Road; Sincere Co., Montre & Co., and The China Press.

Admission \$3.00 and \$1.00

15817

High-class Provisions

Constant arrivals of the best American and English Provisions, Wines and Spirits.

FRESH SAMPLI \$0.75 per lb.

FRESH & SALT HERRINGS 25 cents each

American Salt Mackerel 60 cents each

Motor Delivery Service

C. EDDIE & CO.

1132-3 Broadway, Shanghai

Tel. North 639.

15492

Schaefer Beer

Light and Dark

The choicest product of the oldest lager beer brewery in the United States.

Try it once and you will buy it always!

C. EDDIE & CO.

1132-3 Broadway

Tel. North 639

15492

HOUSES TO LET

HOUSE TO LET on Route Vallon. Containing dining and drawing rooms, large halls, 4 bedrooms with built-in closets and cupboards, 3 tiled bathrooms with latest modern fittings, large verandah and servants' quarters, garden, tennis, etc. Tls. 150 per month. Apply to Box 370, THE CHINA PRESS.

15815

TO LET. No. 59 Yu Yuen Road, newly-constructed, detached residence. Hot and cold water, tennis lawn, garage, Tls. 115 per month. Apply to the China Realty Co., Ltd., 39 Nanking Road.

15785

MEDICAL

MADAME MIZKIEWITZ. Ac-
couchouse of the Vienna Midwifery and Gynecological Medical School. May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470. Shanghai.

15695

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms Front and back, with bathrooms and verandah, to let. Nice plat to let, suitable for family or two bachelors. Good table.

Nos. 8 & 11 Quinsan Gardens

Phone 1948

In No. 11, facing park, a large bedroom with closed verandah and sitting room combined. Bathroom attached. Suitable for small family

Oriental House

31 Boone Road

Large room with bath attached, also a large attic, hot water, facing garden, moderate prices. Table under the personal supervision of the American proprietress.

15265

TO LET. Comfortable room with bathroom attached suitable married or single with board at moderate terms, also attic room. 12A Quinsan Gardens.

15800

TO LET: One large room, with verandah and bathroom. Please apply 45 Bubbling Well Road.

15806 N.13.

TO BE LET: Unfurnished, self-contained flat in Kiukiang Road, two large rooms, two boys' rooms, large kitchen, bathroom (porcelain bath), lift, backstairs. Rent Tls. 75. Apply to Box 366, THE CHINA PRESS.

15806 N.13.

ACCOMMODATION for single person in British Home, 126 Range Road.

15784 N.11.

TO LET: Furnished flat, consisting of a bedroom, sitting and dining-room, hot and cold bath, with attic, kitchen and stable if desired. Suitable for bachelor or married couple. Near the Hongkew Park. Apply to Box 341, THE CHINA PRESS.

15751 N.13.

NO. 7 Temple Lane: To let, two comfortable furnished rooms, with bathroom and closed verandah, suitable for one couple. Apply to Box 328, THE CHINA PRESS or directly.

15734 N.11.

TO LET, 78 Bubbling Well Road, large front room with verandah and bathroom; also one attic room. Terms moderate. Telephone West 891.

15738

Exchange and Mart

FOR SALE: A fireless cooker; save coal! Also a Remington typewriter No. 11. Any reasonable offer will be accepted. Apply to Box 367, THE CHINA PRESS.

15808 N.14.

WANTED, white Leghorn pullets. State age and price to Box 305, THE CHINA PRESS.

15803 N.11.

WANTED: Bentley's complete phrase code, in one volume. Second-hand. Must be in good condition. Apply to Box 369, THE CHINA PRESS.

15814 N.15.

FOR SALE: Pure white Maltese terrier, male. Only one of its kind in Shanghai. Splendid watchdog. Buyer must guarantee good home; owner leaving Shanghai. Price Tls. 125. Apply Room 55, Kalee Hotel, opposite West End Lane.

15796

RUSSIAN LADY would like to take charge of household. Apply to Box 343, THE CHINA PRESS.

15756

ENGLISH and French lessons, including conversation, given by experienced American teacher (University of Texas graduate), at reasonable rates. New method. 22A North Szechuen Road.

15752 N.11.

ENGLISH LADY seeks a few Chinese and Japanese pupils for lessons in English. Apply to Box 350, THE CHINA PRESS.

15768

WANTED lessons on the Ukulele by gentleman. Apply to Box 363, THE CHINA PRESS.

15790 N.18.

ENGLISH LADY would like to hear of another lady to give private shorthand lessons. Apply to Box 352, THE CHINA PRESS.

15771 N.11.

ENGLISH LADY teacher would like to hear of some Japanese pupils who would care to study English. Great experience in teaching. Terms moderate. Apply to Box 353, THE CHINA PRESS.

15771 N.11.

SITUATIONS WANTED

EDUCATIONAL, technical or commercial work wanted by a young man, graduated in America, after office hours. Apply to Box 330, THE CHINA PRESS.

15737

ADVERTISER, Allied nationality, wishes to join a British or American firm with a view to a permanent position. Has knowledge of book-keeping, accounts and general office work, and is not afraid of work. Please apply to Box 357, THE CHINA PRESS.

15780 N.11.

SITUATION VACANT

WANTED, an experienced dress-maker for a local dressmaking establishment. Apply in writing to Box 371, THE CHINA PRESS.

15816

WANTED: Junior office assistant (Britisher). Apply to Box 368, THE CHINA PRESS.

15813 N.14.

WANTED, a well-educated youth, about 19 or 20, American or British, of good appearance and address. Must have knowledge of shorthand and typewriting. Moderate salary to commence with. An excellent opportunity for an ambitious young man to learn a lucrative profession. Apply to Box 342, THE CHINA PRESS.

15813 N.14.

FOR SALE: Desirable property on Avenue Joffre, consisting of Mow 2.115 of land and 2 semi-detached residences thereon. In good repair and recently renovated. Annual return Tls. 1,680. Price Tls. 19,000. British Title Deed. Splendid opportunity for realty investment. Apply to Box 280, THE CHINA PRESS.

15694

FOR SALE. Junker and Ruh stove, low, square shape, flat top, to fit into fireplace. Price Tls. 35. Apply to Box 362, THE CHINA PRESS.

15789 N.11.

FOR SALE: A fine building site on Yu Yuen Road, foreign Title Deed. Area 3 mow 2 fun 8 li 6 hao. Low price owing to high exchange. For further particulars apply to Box 364, THE CHINA PRESS.

15794 N.12

SPORTING NEWS SECTION

THE CHINA PRESS

SHANGHAI, SUNDAY, NOVEMBER 11, 1917

POLICE EASILY BEAT WILLOWS

Featherweights Make Plucky
But Uneven Fight, Los-
ing By 7 To 0

BAPTISTS DEFEAT UNION
Public School Old Boys Trounce
Hanbury, With Luck, By
2 Goals To 1

A very interesting game was played on the Police football ground, yesterday, resulting in a victory for the home team by 7 goals to nil. A stiff north wind blew throughout the game and the Police, winning the toss, elected to play with the wind behind them.

Although, from the very outset, it was quite clear that the Police had, besides the benefit of the wind, the advantage of superior weight and combination, which had a decided effect on their featherweight opponents, the Willows put up a very plucky, though uneven fight. Considering that they contemplate entering the Second League, their play was very creditable.

For the Police, Quayle, Robertson, Doyle and Adams distinguished themselves and Biggs' defence left nothing to be desired. For the Willows, Wittack and Jack Colloco played a sterling defensive game, but they were often swamped by the Police.

The half-backs, especially Whitman, should be mentioned for their plucky defence. The forwards, led by Pamos, combined very well, but showed a tendency to hang on to the ball too long before shooting at goal. With more practice, the Willows should stand a good chance of capturing the Second League shield.

Baptists College Win
Two games enlivened the football enthusiasts at Shanghai Baptist College yesterday.

The principal match, between the Baptists first team and the Union Club, was a hotly contested affair ending with the score 1 to 0 in favor of the College boys. At the end of the first half neither side had scored and the star alumni aggregation, playing one man short, was giving the school a tough argument. The lone goal was negotiated by Sen Pei-dyl. The game between the College best and the Club men was arranged following the cancellation of the scheduled game between the school and University of Nanking.

The second game was between the Ming Yang School's first team and the second Academy team, resulting in a 2 to 0 win for the Academy. The victors displayed a good defensive game but were weak on offensive play.

Public School v. Hanbury
The Public School Old Boys beat their rivals of the Hanbury by 2-1 yesterday afternoon on the Hongkew Park. The best team did not win. The Hanbury had better team work but the wind in the closing half gave the Public School the advantage and both Smith and Komaroff got the goal. The former took a shot from the back line, while the latter from a corner kick found the goal with the aid of a little breeze. Mr. P. Madar carried out the duties of referee to everyone's satisfaction.

Victory for Nanjang
The Nanjang College team beat the Soony eleven on the former's grounds, 2 goals to 0, yesterday afternoon. The sides were evenly matched and the game was closely fought. A crowd of over 600 saw the contest.

This afternoon at 3 o'clock the Nanjang second eleven will meet the Grasshoppers in what is expected to be a tight game.

Jewish Club v. Americans
The Jewish Recreation Club will meet the American Athletic Association Monday afternoon at 3 o'clock at the Hongkew Recreation Grounds.

Golf

Golf Club Championship

The ties in the qualifying round for the Shanghai Golf Club championship have been played off during the week. Messrs. H. H. Fowler and A. Wilson being successful. The matches in the first round, which have to be completed by today, are as follows:

T. H. Fowler v. Evans.
H. H. Fowler v. T. S. Forrest.
A. Gray v. C. W. Porter.
O. Crowe-Road v. E. J. M. Barrett.
E. W. Godfrey v. G. F. Browne.
N. W. Bolton v. H. E. S. Pickering.
F. W. Tower v. A. Wragge.
A. Wilson v. E. Payne.

"ZIM" IS BLAMED FOR PENNANT LOSS

But It Develops The Veteran
Wasn't So Much At Fault
As Rariden

34,000 SEE FINAL GAME
Red Faber Tames The Giants In
Last Of World's Series
As Chicago Wins

World's Series, 1917.

SIXTH GAME
Chicago, 4; New York, 2.
Attendance (Paid) 33,969
Total Receipts \$73,348.89
National Commission's Share 1,334.80
Each Club's Share 33,006.60
Total For Six Games
Attendance 186,654
Receipts \$426,878.00
National Commission's Share 42,587.60
Each Club's Share 115,160.61
Players' Share, Four Games
Amount To Be Divided
ed \$152,883.58
White Sox Share 91,722.16
Individual Shares 3,469.82
Giants Share 61,166.42
Individual Shares 2,445.21

Poor old, Heinie Zim, grand old man of National League baseball, venerable and dangerous wielder of the willow, stager of startling plays, went about New York for two days following the world's series with all the opprobrium of his team's defeat hurled at his frosty pow. Not only was that same headline growing ancient, but it was petrified—bomb-proof, reinforced concrete—material for billboard balls, the fans and sporting writers raved.

And then the scribes woke up and discovered that it wasn't all Heinie's fault that Chicago won the pennant. They discovered that Bill Rariden, Giant catcher, was as much to blame as the Bronx idol, if not much more so for the play that started the White Sox to their 4 to 2 victory in the fourth inning of the last game of the baseball classic.

The game had been a pitcher's duel between Urban Faber and Rube Benton up to the fateful fourth. Eddie Collins was Chicago's first man up and he slammed a grounder down to Zimmerman. Heinie made a neat pick-up of the ball and whipped it toward first, but it struck the ground before it reached there and glanced away, allowing Collins to reach second. This, however, wasn't the play they panned Heinie for. Joe Jackson lifted an easy fly to Robertson in right and the fielder dropped it, Collins making third. Then came the play that set the 34,000 fans at the Polo grounds to rothing.

Happy Felsch slapped a bouncer which Benton gathered in. Rube looked over to third and saw the feet-footed Collins half-way to the plate. Not trusting a throw he dashed over and headed the runner back to third. He tossed the ball to Zimmerman and Collins whirled and headed for the rubber. And Zim kept after him. He chased him until Collins slid, well ahead of his pursuer, across the plate. And the crowd got up and yelled, "Home! Why didn't you throw the ball?"

It was only two days later, when McGraw himself gave out a statement and proved it with photographs taken by newspaper photographers, that the fans realized that Bill Rariden, instead of covering the plate was standing fully fifteen feet away from it, looking mildly interested over the race between Collins and Zim.

It was only one run across, but it settled the Giants' hash. Benton was up in the air and Jackson and Felsch had reached third and second, and trotted in with enough runs to win when Gandil singled.

The Giants made a desperate effort to catch up in the fifth and the fans were in an hysterical state when Herzog's triple had driven in two runs and "Home Run Benny" Kauff stepped to the box. But Kauff fouled out and the scoring ended as far as McGraw's men were concerned. The Sox put over one more, just to rub it in, in the last inning.

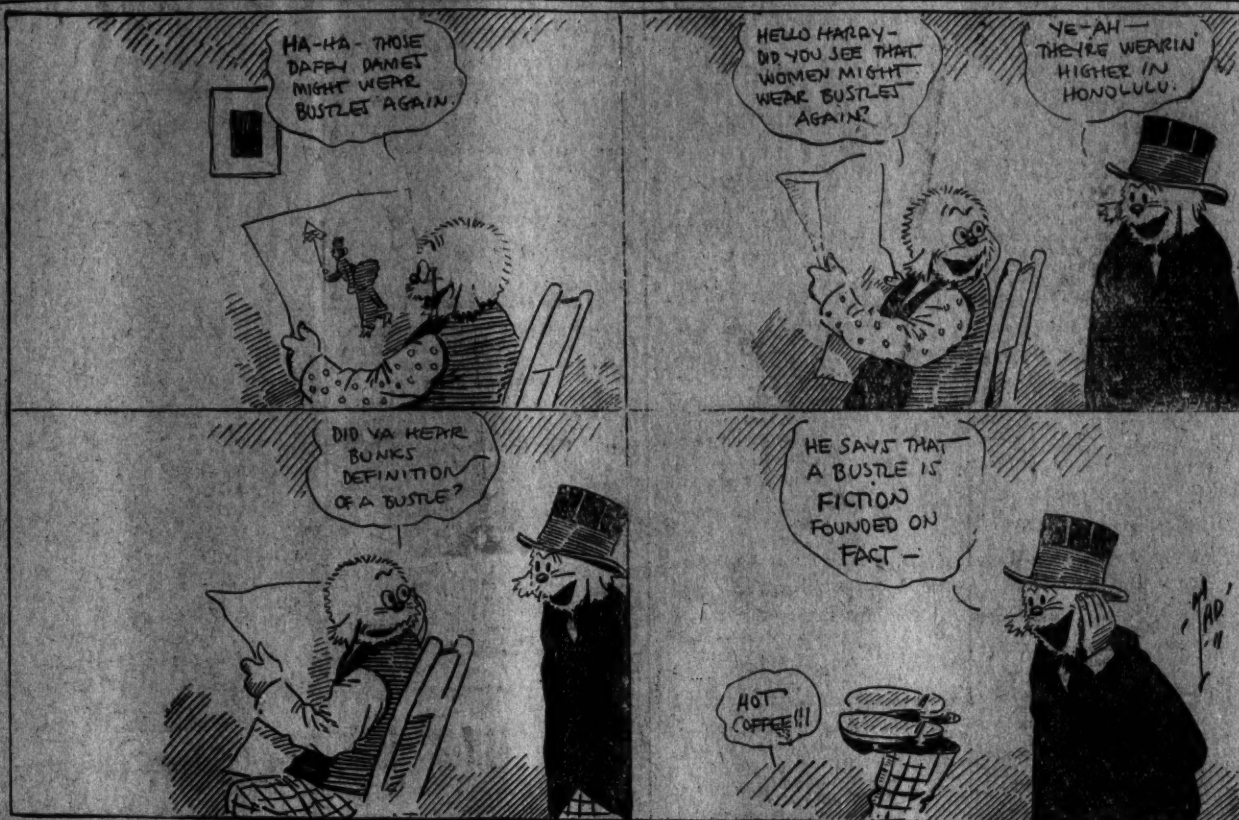
It was a "bonehead" play that cost the Giants the fifth game of the

(Continued on Page 2)

Judge Rummy



By Tad



\$31,000 Is Realised By 'The Great Idea' For War Charities

Local Movies And Variety Entertainment Prove Huge Success; Record Results

What a show! And \$31,000 for war charities! The Olympic Theater was crowded last night—crowded as it has never been before—when Shanghai looked at itself on the movie screen. One thing that must have struck the huge audience forcibly was the excellent manner in which the various pictures were taken and the local representatives of the famous Pathe Freres are to be highly congratulated.

While we are on this subject, it would be as well to mention the splendid work that has been done by Mr. S. J. Deeks, both on the business and stage side of the show. It would be difficult to estimate what his efforts have contributed to war funds, both with the Amateur Dramatic Club and with other local productions, but one thing is certain—that, of all the big sums so far obtained, none has exceeded the receipts of last night's production.

Mr. Edward Ekra, at the interval, made a short speech in which he announced that, as a result of the entertainment, a sum of \$31,000 would be handed over to the British Women's Work Association. Sir Haviland de Saumarez remarked that he never objected to coming on to the stage for \$31,000, but big as the house was, he knew that the record sum was due to the generosity of their Jewish and Indian friends. He especially mentioned Messrs. Ezra and Hardoon, who were the promoters of the idea, with Mrs. Stephen.

"Well done Shanghai!" said the judge and so did everyone else. All the pictures were well taken and remarkably clear and naturally called for the loudest applause. One film in particular was splendid and that depicted the events of Empire Day as seen on the Consulate Grounds. Sir Everard Fraser received the British Volunteers and took the March Past compliments. "A" Co. looked well, so did all the other units but pride of place must be given to the Scottish pack. The film showed them most clearly and they came along with a swing that simply took the house by storm.

"At the Races" was another great picture. Beside the big crowds so well shown a couple of races were reeled off in fine style. The Light Horse were seen in all manner of positions and in every one they proved themselves to be tip-top horsemen.

Both the Hongkong and Shanghai Bank and the Russo-Asiatic Bank had their pictures taken and beside looking very nice they looked very busy. The British Women's Work pictures, especially the packing department at Messrs. Matland and Co.'s rooms, were excellent and were greeted with loud tokens of appreciation.

The E.V.C. review was another picture that was in favor and the Fire Brigade at a real live fire showed very plainly what clever fighters our

(Continued on Page 2)

Shanghai Races--Autumn Training

Saturday, November 10, 1917										
Pony	Rider	1/4	1/2	3/4	1	1 1/4	1 1/2	1 3/4	2	Last
Malcolm	boy	22.4	1.06.1	1.39.1						33
Ten Cents	RMD	33	1.05.3	1.28						32.2
The Dean	NWH	33.3	1.14.4	1.47.3	2.19					31.2
Viator	boy			1.40.1						32.4
Vival	EMeB	32.4	1.07.2	1.39.4						32.2
Kobe	boy	42.3	1.21.2	1.53.4						32.2
Upwood Park	AC	39.1	1.15.1	1.48.4	2.20					31.1
Elkwood	boy	38	1.12.2	1.44.3						32.1
Gladiator	boy	34.4	1.09.2	1.42.1	2.18.2					31.1
Blazon	GW	35.1	1.09.1	1.42						33.4
Carriekfergus	WGC	32	1.05	1.39						34
Panama	ES	37.2	1.12.2	1.46.1						33.4
Black Diamond	JJ	32.4	1.07.4	1.38.2						31.3
Beaconsfield	RFS	36.1	1.19	1.42.4	2.17	2.51.2				32.4
Rosewood	JIE	39.3	1.04.1	1.37						32.4
The Bookie	AC	38	1.12.4	1.45.4	2.18					32.1
Golden Sub	boy	34	1.06.2	1.40						33.3
Niblek	RMD	32	1.03.1							31.1
Goldand	boy	38.4	1.14.3	1.47.3						32
Kronborg	GW	32.3	1.04.4	1.38						33.1
Darlington	boy	36.1	1.10.1	1.42.4						32.3
Canton	CEW	36.1	1.09.2	1.42.3	2.16.4					32.5
Seadrake	boy	38.3		1.47.2	2.30.2					33
Mush	NWH	33.3	1.07.1	1.38.4						31.3
Springie	JJ	32.4	1.07.2	1.39.3						32.1
The Card	AC	36.4	1.11.3	1.45.2	2.18.4					32.2
Fairlight	EM	40	1.16.2	1.49	2.19.3					30.3
Silversand	WGC	40	1.16	1.49	2.21					32
Shirley	RMD	34.3	1.07	1.40	2.13.3					33.3
Anglodane	SEB	31	1.03.4	1.40.4						37
Mos	MOB	39.1	1.11.2	1.42.3						32.1
Castlefield	RFS	36.2	1.11.1	1.45.2	2.18.1					32.4
Advance Dahila	boy	36.3	1.11.1	1.46	2.21.1					35.1
Homefield	RFS	35.4	1.10.4	1.44	2.17.3					33.3
Wild Gamble	JIE	40	1.17.3	1.48.3						31
Star of Doon	EUR									32.4
Sandy	JJ	33.2	1.06.4	1.39.3						33.3
Muireak	RMD	37.2	1.12	1.45.4	2.19.2					36
Aristocrat	boy	42	1.18.3	1.61.2	2.27.1					35.2
Boydie	GW	32.3	1.05.2	1.40.4						31.4
Cohasset	AC	32.1	1.04							32.2
Standard Dahila	ESBR	34.2	1.09	1.42.1	2.14.3					32.1
Milkway	NWH	36.1	1.10.1	1.44	2.17					32.1
Beaconlight	EM	40	1.14.4	1.47.4	2.20					32.2
Ampat	EBR	39	1.14	1.47	2.22					35
Peckham	OCB	34.3	1.06.3							31.4
Tiga	SBS	36.3	1.11	1.44.3	2.18.4					32.1
Messines	EMeB	32.4	1.06	1.41.1						35.1
Royalsand	JIE	37.4	1.17.2	1.53.3	2.28.1	2.58.4				30.3
Wakefield	RFS	37.4	1.04.2	1.37.4						32.2
Kowloon	boy	36	1.03	1.40						32
Valleyfield	RFS	36.2	1.10.1	1.43.1	2.16.4					33.3
Viscount	AC	39.2	1.15	1.47.4	2.19.2					33
Silver Fitz	EUR	33.4	1.06.3	1.39.3						33
Cherry Tint	JJ									34.3
Hawkeye	boy	33	1.05.2	1.39						30.3
Planigan	boy	37	1.06	1.41.3	2.15					32.2
Black Pearl	JAH	35.2	1.15	1.47.1						32.1
Double Black	WH	34	1.08	1.42	2.19.4					36.4
Uganda	ESH	32.3	1.05	1.38						33
Basuto	ESH	32	1.09	1.44						35
Middelkerke	EMeB	36.2	1.13.2	1.45.1	2.17.4					32.3
Northland	AK	35.3	1.13.1	1.45.2	2.19.3					34.1
Winsome Dahila	FV	34.3	1.07.2	1.39.2	2.12.3					33
Coronet Dahila	JIE	39.2	1.02.1	1.36						32.4
The Trainer	AC	40	1.18	1.53	2.25.4					32.4
The Boy	WGC	42	1.16.2	1.51.4	2.28.4					37
Angostura	MOS	32	1.04							31
Merryand	FV	33	1.04							30.2
Silver Streak	JJ	34.2	1.07.2	1.38						32
Attraction Dahila	FV			1.45.3	2.18.3					33.2
Fosterado	boy	36.1	1.12	1.44.2	2.17.4					35.2
Hawthorn	boy	37.2	1.11.3	1.44.3	2.18					36
Triumph	FV	40.3	1.19	1.54						32.2
Jacobi	JIE	36.1	1.11	1.43.2						34.1
Grey Goose	EM	42.1	1.11	1.44.1	2.17.4	2.52				34.1
Beauty	EBR	35	1.11	1.45						34
Santiago	boy									33.1
Victory Dahila	FV	37	1.15	1.51	2.24	2.57.1				32.3
Modesty Dahila	boy					2.57.3				36
Cranone	EM	40	1.16.1	1.48.2	2.24.2					32
Zulder Zee	boy		1.14	1.44	2.18					36.2
Father Xmas	boy	35.3	1.11.3	1.46.2	2.19.3					36.2
Star	EUR	32.4	1.05.3	1.42						34
Mottled	FV									34
Brown Mouse	AK	35	1.07.2	1.39.4	2.12.4					34
Darra	RMD	38.4	1.13	1.46.4	2.21.1					34
Big Ben	boy	41.4	1.21	1.57	2.28.3					31.3

S—Sand. All the others on the Grass.

TRY THESE TIPS ON FIRST CARD

All in Order For Opening Of
Autumn Race Meeting
Tomorrow

GLADIATOR FOR LEGER

All Sweeps Will Be Extra Big;
Five Thousand Chances On
Champions Already

Preliminaries for the Race Club's big Autumn meeting have been well covered and now, on the eve of the event, it is scarcely necessary to do more than draw attention to the fact that, under the better weather conditions which have prevailed during the last few days, the course has very much improved. Should there be no more rain before Monday, the going will be very good, though possibly a trifle rough.

Cold it most likely will be and the paddocks will probably show more of serviceable furs and heavy tweeds than the gay costumes which are the rule. But racing is the real thing and this time it should be of the best. There are a record number of ponies in Shanghai and a bunch of exceptionally good ones.

The Sweeps have been going exceedingly well and there will be at least 500 all through to start off with. The Champions Sweep is nearly up to 5,000 already and will be a record sweep.

We venture the following tips for Monday's races:

- 1—Maloo Plate—1/4 mile.
1 Niblek, 2 Swanee, 3 Coronet Dahila.
- 2—Criterion Stakes—1 mile.
1 Silver Streak, 2 Homefield, 3 Triumph.
- 3—Maiden Stakes—3/4 mile.
1 Goodwood, 2 Muirack, 3 The Raven or The Bookie.
- 4—Fah Wan Stakes—1 1/4 mile.
1 Black Diamond, 2 Wakefield, 3 Mush or The Capercaille.
- 5—The Subscription Griffin Stakes—3/4 mile.
1 Bernon, 2 Loustic, 3 Darra or Midlothian.
- 6—The St. Leger—1 1/4 mile.
1 Gladiator, 2 Springs, 3 The Oriole or The Dean.
- 7—The Eclipse Stakes—1 1/4 mile.
1 Hawthorn, 2 John Peel's Starter, 3 Seadrake.
- 8—The Autumn Cup—1 1/4 mile.
1 Beaconsfield, 2 Winsome Dahila, 3 Zulder Zee.
- 9—The Whangpoo Stakes—1 1/4 mile.
1 Kowloon, 2 Good Boy, 3 John Peel's Starter.
- 10—The Kaigian Plate—1 mile.
1 Wild Gamble, 2 Canton, 3 Hawk-eye.

From the time-chart given elsewhere, it will be seen that a large number of ponies were put through their paces as a finish up for the races. The Grand Stand and compound naturally contained a larger number of interested owners, riders and their friends than usual.

French Club Tennis Tournament Entries

The result of the draw for the Race week Tennis Tournament at the Cercle Sportif Francaise is as follows:

Men's Singles Championship

G. R. Minor vs. A. R. Hager, H. S. Rowley vs. H. B. Ollerdesen, G. L. Colman vs. K. B. Young, and byes have been drawn by J. R. Fraser vs. J. A. Thomas, A. V. White meets the winner of the Colman and Young game, G. O. Wootton vs. L. R. When.

Men's Doubles Championship

A. R. Hager and R. B. Nichols vs. Skinner Turner and H. Phillips, H. B. Ollerdesen and G. Wootton vs. H. S. Rowley and A. J. Grant, L. Tweedie-Stodart and Norman Thomson vs. K. G. R. Clark and L. R. When, Aug. V. White and C. E. Ollerdesen vs. J. A. T. Thomas and G. L. Colman.

Mixed Doubles Championship

Mr. and Mrs. G. S. V. Bidwell draw a bye and meet the winners of Mr. and Mrs. R. B. Nichols vs. Mrs. A. P. Naser and A. R. Hager, Mrs. G. Brauns and A. J. Grant vs. Mr. and Mrs. J. A. T. Thomas, Miss Peterson and Skinner Turner vs. Mrs. Bryson and H. Toussaint, Miss M. Ollerdesen and G. O. Wootton vs. Mrs. A. M. Massey and G. L. Colman, Mrs. W. A. White and Aug. V. White vs. Mr. and Mrs. H. Phillips, Mrs. G. F. Haslam and H. S. Rowley vs. Miss A. Radomsky and E. Erlev, Mrs. Prince and H. B. Ollerdesen draw a bye, and play the winners of the last game.

Ladies' Singles Championship

Mrs. A. P. Naser vs. Mrs. G. Brauns, Miss Radomsky vs. Mrs. G. F. Haslam, Miss Rasmussen vs. Mrs. W. A. White, and Mrs. Bryson plays the winner of the last match.

Ladies' Doubles Championship

Mrs. Phillips and Mrs. Hilton-Johnson play the winners of Mrs. A. P. Naser and Mrs. G. Brauns vs. Mrs. Tweedie-Stodart and Miss Peterson, while Mrs. W. A. White and Mrs. E. A. Prince meet Mrs. Bryson and Miss Rasmussen in the second round.

Men's Singles Handicap

T. G. Eby vs. G. Brauns +15.3, G. O. Wootton +15.3 meets the winner of C. S. Anderson +3/8 vs. L. P. Quincey +15, L. R. When +40 vs. A. V. White +30, R. B. Nichols +15.3 vs. A. J. Grant +15, Hughes +30.3 vs. A. J. Grant +15, E. Erlev +30.3 vs. Dow Ming +30.3, W. Deelman +15.4 vs. V. H. Bourne (scr.) vs. J. A. Thomas +15.3 vs. C. W. Maikie +15, G. R. Minor (scr.) vs. G. L. Colman +15.3, J. P. Hawes +15 vs. A. S. Anderson +3/8, H. S. Rowley +30.2 vs. A. R. Hager (scr.) +15, C. Tang +40 vs. E. G. Anderson +15, G. O. Wootton +30 vs. H. B. Ollerdesen +30.4.

Men's Doubles Handicap

A. V. White and C. E. Ollerdesen +3/8 vs. A. S. Anderson and C. S. Anderson +3/8, E. Erlev and G. S. V. Bidwell +15 vs. T. G. Eby and W. Brandt +15, C. D. Field and V. H. Bourne (scr.) vs. A. R. Hager and R. B. Nichols (scr.), J. P. Hawes and L. P. Quincey (scr.) vs. the winners of G. L. Colman and J. A. Thomas +3/8 vs. L. Tweedie-Stodart and Norman Thomson +3/8, St. G. R. Clark and L. R. When +30 vs. G. R. Minor and J. R. Fraser +2/8, Dow Ming +30 vs. Y. Y. Tong +15.4 vs. winner of Clark and Minor game, E. G. Anderson and J. Turner +3/8 vs. H. S. Rowley and R. M. Baker +15.3, Skinner Turner and H. Phillips +30.2 vs. W. T. Bertenshaw and J. P. Cate +15, Dr. T. K. M. Siao and T. Chang +15 vs. H. B. Ollerdesen and W. O. Wootton +15.3.

Ladies' Singles Handicap

Miss Rasmussen (scr.) vs. Mrs. G. F. Haslam +3/8, Mrs. G. Brauns +40 vs. Mrs. Bryson +30.2, Miss Radomsky +15 vs. Mrs. A. P. Naser +3/8, Mrs. W. A. White +15 meets the winner of the last game.

Ladies' Doubles Handicap

Miss Rasmussen and Miss Radomsky +15 vs. the winners of Mrs. G. Brauns and Mrs. G. F. Haslam +30 vs. Mrs. Bryson and Mrs. A. P. Naser +30, Mrs. Tweedie-Stodart and Miss Peterson (scr.) vs. Mrs. H. Phillips and Mrs. Hilton Johnson +3/8, Mrs. W. A. White and Mrs. Anderson +30 vs. the winners of the last match.

American Tournament

The following couples have entered:—Mr. and Mrs. G. S. V. Bidwell, Mrs. G. Brauns and H. D. Rodger, Mrs. Bryson and E. Erlev, Miss K. Flood and Aug. V. White, Mrs. G. F. Haslam and H. S. Rowley, Mrs. A. M. Massey and G. L. Colman, Mrs. A. S. Naser and A. R. Hager, Mr. and Mrs. R. B. Nichols, Miss M. Ollerdesen and G. O. Wootton, Miss Peterson and Skinner Turner, Miss J. Power and W. Deelman, Mrs. E. A. Prince and H. B. Ollerdesen, Miss A. Radomsky and G. R. Minor, Miss Rasmussen and A. J. Grant, Mrs. H. D. Rodger and C. D. Field, Dr. and Mrs. T. K. M. Siao, Mr. and Mrs. Tweedie-Stodart, Mr. and Mrs. J. A. T. Thomas, Mrs. W. A. White and Dr. A. M. Massey.

Kadoorie School Sports

The Ellis Kadoorie Public School for Chinese held its postponed fifth annual athletic sports meeting yesterday. This time the elements were considerably more sympathetic than on November 3 the date originally fixed for the Meet. Everything went off with a swing and not a single hitch occurred, thanks to the magnificent way in which the Hon. Secretary, Mr. L. Kershaw, was backed up by Messrs. R. G. Dowie, J. J. Evans, Ellis Pugh, J. D. Gordon, J. A. Burke-Scott, A. F. T. Holland and various members of the Chinese Teaching Staff of the School.

The two most prominent events of the afternoon were the struggle for the Chairman's Cup and the Inter-Schools Tug-of-War. The Ellis Kadoorie School was successful in winning the coveted Cup, while the honors in the Tug-of-War went to the Nish Chih Kuei Team, and right well they deserved it for without a doubt in the matter of weight they were inferior to the Ellis Kadoorie but as a result of splendid coaching by Mr. A. F. T. Holland easily overcame that disadvantage.

At the conclusion of the races all adjourned to the large hall where Mrs. R. G. Dowie presented the prizes. When the last of the prizes had been distributed, the Captain of the School, came forward and presented Mrs. Dowie with a fine bouquet of flowers as a means of expressing the thanks of the boys for her kindness in presenting the prizes.

The results: 100 yards Senior—1. Hoe Tsung-shai; 2. Hoe Lung-sung. 400 yards Senior—1. Ting Ching-sung; 2. Woe Kung-dai. 80 yards Boys under 12—1. Kwen Zhang-ling; 2. Zeh Ping-yong. 100 yards Junior—1. Yang Bae-sung; 2. Zeh Ping-yong. 200 yards Junior—1. Yang Bae-sung; 2. Zeh Ping-yong. 400 yards Junior—1. Wong Fah-ling; 2. Ling Soong-ling. 100 yards Old Boys—1. Don Wae-fung. 100 yards Old Boys—1. Chang Nyoch-ling.

Head-over-Heels—1. Chang Kwae-sung; 2. Yang Bae-sung. Senior High Jump—1. Hoe Loong-sung; 2. Hoe Tsung-shai. Potatoes Race—1. Chang Kwae-sung; 2. Tsen Nyoch-foong. Kicking the Football—1. Chang Chong-tuh; 2. Zing Koeh-foong.

Donkey Race—1. Zan Se-kong, Yang Bae-sung, Ting Zung-fo; 2. Yih Foh-oh, Lee Yung-ping, Hui Pao-yue. Boat Race—1. Zee Yee-ang; 2. Lee Se-kung. Sack Race—1. Tsen Nyoch-foong; 2. Chang Kwae-sung. 800 yards—1. Voong Bae-kwun; 2. Yan Nyoch-ss. Costume Competition—1. Yang Bae-sung.

440 yards—1. Yan Nyoch-ss; 2. Wong Fah-ling. Hop, Skip and Jump, Junior—1. Wong Fah-ling; 2. Ling Soong-ling. 100 yards Junior—1. Wong Tze-ling; 2. Wong Chan-lee. Long Jump, Senior—1. Hoe Loong-sung; 2. Hoe Tsung-shai. 220 yards—1. Wong Chan-lee; 2. Yan Se-yoh.

100 yards—1. Ting Ching-sung. Tennis Doubles—Ting Ching-sung and Woo Han-ching. The officials follow: President—R. G. Dowie. Referee—J. J. Evans. Judges—D. Roberts, Ellis Pugh, J. D. Gordon, F. Alan Robinson, and J. A. Burke-Scott. Starter—J. J. Evans. Clerks of the Course—T. Y. Koo, H. C. Bao, T. Y. Chang, and E. K. Foo. Time Keepers—A. F. T. Holland and R. G. Ballie. Records—Y. C. Woo and T. T. Cui. Secretary—L. Kershaw.

'Zim' Is Blamed For Pennant Loss

(Continued from Page 1)

series, when a wild contest ended 8 to 5 in favor of the Sox. It was one of the stormiest games in world's series history and both sides fielded badly, the Giants getting 3 errors and the Sox 5. New York used Salles and Ferritt in the box and Chicago called on Russell—who lasted half an inning—Cicotte, Williams and Faber.

New York had the Sox snowed under at the middle of the 7th inning, 5 to 2. Then Jackson and Felsch singled and Gandil produced the double that made the count 5 and 4. Gandil made third on Weaver's play, and then came the bonehead play.

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Ray Schalk had drawn a walk and started to steal second. Bariden whipped the ball for the sock and Fletcher forgot to cover the bag. The ball skittered out to the field and the tying run was in. Halles went up in the air in the next inning and the Sox pounded Ferritt for three runs in the ninth.

Following is the score of the last game:

Chicago	AB	R	H	S	B	O	A	E
J. Collins, rf.	3	0	0	0	1	0	0	0
Leibold, cf.	0	1	0	0	1	0	0	0
McMullin, 3b.	5	0	0	0	0	1	0	0
E. Collins, 2b.	4	1	1	0	1	1	0	0
Jackson, c.	4	1	1	0	0	1	2	0
Felsch, cf.	3	1	0	0	0	1	0	0
Gandil, lb.	4	0	2	0	0	1	0	0
Weaver, ss.	4	1	1	0	0	2	2	0
Schalk, c.	3	0	1	0	0	4	1	1
Faber, p.	2	0	0	1	0	0	0	0
Total	34	4	7	1	0	37	12	1

New York	AB	R	H	S	B	O	A	E
Burns, lf.	4	1	0	0	0	2	0	0
Herzog, 3b.	4	0	2	0	0	2	0	0
Kauf, cf.	4	0	0	0	0	2	0	1
Zimmer, 2b.	4	0	0	0	0	1	2	1
Fletcher, ss.	4	1	1	0	0	1	2	0
Robertson, rf.	3	0	1	0	0	0	1	1
Holke, lb.	4	0	1	0	0	12	0	0
Radcliff, c.	3	1	0	0	0	7	1	0
Benton, p.	1	0	0	0	0	0	0	0
a Wilhoit	0	0	0	0	0	0	0	0
McCarthy	1	0	0	0	0	0	0	0
Perritt, p.	1	0	1	0	0	0	1	0
Total	32	2	6	0	0	37	12	3

a—Batted for Benton in fifth. b—Batted for Perritt in ninth. Score by Innings: Chicago.....0 0 0 3 0 0 0 1—4 New York.....0 0 0 2 0 0 0 0—2 Left on bases—Chicago, 7; New York, 2. Three base hit—Herzog. Two base hit—Holke. First base on errors—Chicago, 2. Bases on balls—Of Faber, 2; Benton, 1; Perritt, 2. Hits and earned runs—Off Faber, 6 hits, 2 runs, in 9 innings; Benton, 4 and 0 in 5; Perritt, 2 and 0 in 4. Hit by pitcher—By Faber (Robertson). Struck out—By Faber, 4; Benton, 3; Perritt, 2. Passed ball—Schalk. Time played, 1 hour 15 minutes. Umpires—At plate, Klen; first base, O'Loughlin; second base, Evans; third base, Higler.

Hockey

The Portuguese Hockey Club met "B" Co. at the Hongkew Park yesterday afternoon and after a somewhat one-sided game the soldiers retired defeated by 8-2.

When the whistle called for lemons the Portuguese string were leading by 4-0 but after the interval the volunteers got busy and with the aid of Brand and Passikides notched a couple of goals. But this did not seem to upset their opponents for they at once started to score and pile on another four goals. The game ended as stated.

The winners were much better in every department of the game and if they maintain present form should do big things in the league. Encinasco scored no less than 6 goals and Remedios added the other two.

\$31,000 Is Realised By 'The Great Idea'

(Continued from Page 1)

amateurs under Chief Officer Pet make. "Charlie's Little Plot" was a playlet kept till the very last. The whole thing was made in Shanghai. The

Play was written by Mrs. Beck and all the characters were portrayed by Shanghai people. The leads were in the hands of Mr. Iesman and Mr. Donne and right well did they do their work. Mrs. Langley as the "Charlie Chaplin" policeman was also very good and very funny. The story is humorous. Love at first sight. Father objects. Suitor takes the job of chaperon to the young lady—and author of course is the young man in ladies' clothes. Next scene a visit by author (as chaperon) and lady. Only one room available. Consternation! Special licence, a motor chase, and everybody happy. Curtain.

The Vaudeville part of the show was really first class. The two dances arranged by Mr. Montes were splendid but the second—An American Fantasia—was a fine as anything that has been seen here. Madame Fano was in good voice and sang her songs so well that she charmed her audience. Siao and his brother were responsible for music and fun and their turn went with a big bang.

Yes! It was a great evening and when it is repeated on Wednesday the Olympic Theater is sure to be crowded again.

Provision Pricers in Local Markets

Prices quoted are in Mexican dollars cents at Hongkew Market as compiled on November 6, 1917.

Butcher's Meat	per lb.
Beef	14-20
Mutton	16-20
Pork	25-30
Veal	25-30
Fish	per lb.
Bream	14-16
Cod	14-16
Mandarin	25-30
Mackerel	25-30
Pomfret	25-30
Salmon	18-20
Sardines	30-40
Soles	none
Whitfish	none

Game, Poultry and Eggs	each
Deer	250-300
Duck	40-70
Eggs	per doz. 15-18
Goose	per lb. 18-20
Hen	each 60-100
Hare	30-35
Partridge	none
Pheasant	40-60
Pigeons	12-15
Plover	none
Quail	14-16
Snipe	12-14
Turkey	per lb. 35-40
Teal	each 12-14
Wild Duck	30-35
Wild Geese	40-60
Woodcock	50-60
Wild Pigeons	10-12

Fruit	per lb.
Apples	10-12
Apricots	none
Bananas	5-6
Cherries	none
Cocoanuts	each 15-16
Chestnuts	per lb. 8-10
Figs	per doz. none
Grapes	per lb. 16-18
Lemons	each 9-7
Lichees	per lb. none
Mangoes	each none
Mangosteens	per doz. none
Melons	each none
Oranges	per lb. 6-8
Peaches	none
Persimmons	6-8
Pistaches	per lb. none
Pumpkins	each 12-16
Pineapples	8-10

Pears	per lb.	8-14
Strawberries	each	15-18
Walnuts	each	15-18
Artichokes	per lb.	3-4
Asparagus	per doz.	none
Bamboo Shoots	per lb.	none
Broad Beans	each	3-4
Brussels Sprouts	per bunch	1-3
Cabbage	per bunch	3-4
Celery	per bunch	8-10
Carrots	each	2-3
Cauliflower	each	30-40
Egg Plant	per lb.	6-8
French Beans	each	3-4
Green Corn	each	2-3
Leeks	per bunch	2-3
Mushrooms	per lb.	none
Onions	per lb.	2-3
Peas	each	1-4
Potatoes	per pic.	\$2.50-2.60
Pumpkins	per bunch	3-4
Radishes	per bunch	1-3
Spinach	per lb.	2-3
Tomatoes	each	6-8
Turnips	per bunch	3-4

Grains and Flour	per 100 lb.	\$5.50
Flour American	per 100 lb.	\$5.50
Flour Australian	per 100 lb.	\$4.40
Flour Shanghai	per 100 lb.	\$2.50
Rice	per 200 lb.	\$7.00
Milk	per bottles	20
Foreign dairies	per bottles	20
Chinese dairies	per bottles	17
Fuel	per ton	19.50
House Coal	per ton	19.50
Stove Coal	per ton	21.75
Firewood	per 50 bundles	\$1.00
Fodder	144 lb.	\$2.60
Barley	per 100 lb.	\$1.85
Brass	per 100 lb.	\$1.85

Sicawei Weather Report

9. Overcast weather in our regions; rain in Chek ang. The barometers have moderately fallen in China and Japan.

Northerly breeze somewhat abating along the coast. 10. Overcast weather. The barometer after having moderately fallen is rising again in our regions.

Saturday, November 10, 1917.

WEATHER 4 a.m. 9 a.m.

Bar. at Cefing, mn.	711.67 773.09
Bar. at Cefing, inobes.	30.83 30.44
Variation mm for 24h	-4.02 -1.36
Variation mm for 12h	70.40 11.36
Wind—Direction	NNW NNW
Wind—Kilom per hour	7 23
Wind—Miles	4.3 14.3
Temperature—Cen	9°6 10°9
Temperature—Fah	49.3 50.6
Humidity—co	100 10
Nebulosity 6-10	10 10
Rainfall mm	1.6
Rainfall inches	0.06

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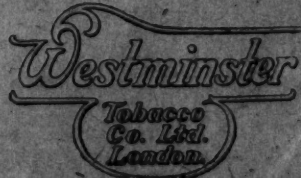
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Ex-Ambassador Gerard, First American Knight of the Bath



The Civilian Grand Cross of the Bath, Mr. Gerard's Decoration.

How Ambassador Gerard Would Look in His Robes as a Knight of "The Most Honorable Order of the Bath." In the Olden Days the White Cord Hanging from the Shoulder Could Not Be Removed Except by the Sovereign or a Fair Lady for Some Exceptional Deed of Valor. (And Below) Knights of the Bath in Full Knightly Regalia of the Time of Henry the Seventh Jousting for the Pleasure of Their King, an A museum which, Fortunately for Mr. Gerard, Has Gone Out of Fashion. The Picture Is from Representations of the Pageant of English History Held at London Just Before the War.



The Military Grand Cross of the Order.

Perplexing Questions Raised by the Unique Honoring of a Diplomat by England's King--and Just What This Ancient Order Is

THE King of England's bestowal of the Grand Cross of "The Most Honorable Order of the Bath" upon ex-Ambassador to Germany, James W. Gerard, has given rise to a number of perplexing questions as to what the Order of the Bath really is and what Mr. Gerard's duties and privileges as a member of it are.

The former Ambassador is the first American to accept the insignia that enroll him with the English knights and there are, therefore, no precedents to quote. One other American was, however, once offered the honor. He was Commander Pearson, of the United States Army, who was given it for the assistance he rendered Vice-Admiral Sir Augustus Kuper in 1864 during the bombardment of Shimoda to punish the Daimio of Satsuma for attacking foreign shipping.

Commander Pearson's insignia were held up by the United States Government during his lifetime under the regulation forbidding Government officials to allow themselves to be decorated with foreign trinkets of this kind. His name was placed on the British roster of the Order, however, and still remains there. It is this same prejudice against what may be called international social clubs of nobility that prompted Senator Overman, of Oklahoma, to demand that the Order be abolished by any American citizen punishable by \$10,000 fine and forfeiture of citizenship.

As Mr. Gerard had resigned his post in the State Department before accepting his order he was at full liberty to take it. It was conferred upon him by King George in recognition of his very able and unselfish work on behalf of British prisoners in Germany.

To go back for a moment to Commander Pearson--his decoration was the very lowest of the order, while Mr. Gerard's is one of the highest.

The first question to arise was whether Mr. Gerard could tack a "Sir" in front of his name. The Order of the Bath is an order of knighthood; a member is a knight per se and any knight has a right to the "Sir." When some of the former Ambassador's friends proceeded along these logical lines to address him as Sir James he held up a rebuking finger.

"No," he said. "I don't get the title. Two of the classes of the order confer the 'Sir' during life, but my class carries no title."

While agreeing that Mr. Gerard has no right to the "Sir" the College of Arms at London, the official authority on matters of heraldry, says:

"The former Ambassador will not be a 'Sir' unless he receives the accolade from the King. He is at present Mr. J. W. Gerard, G. C. B."

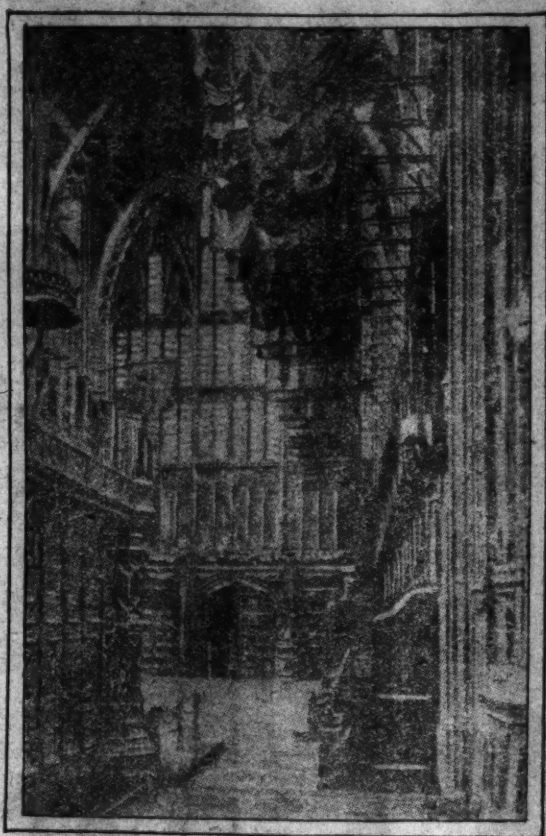
This means that before Mr. Gerard can be called "Sir James" he must kneel before George V. while the King touches him on the shoulder with his sword and says: "Rise, Sir James, I dub thee Knight."

Next comes the question as to what the Bath in the order signifies. Let us hasten to assure the reader that the Knights of the Bath never had to prepare the tub of the King, nor concern themselves in any way with his ablutions. A ceremonial bath of the entrants used to be a very important part of the ritual of the order, but like all these survivals from the "age of chivalry," such observances have become obsolete.

The origin of the order runs back to medieval times, and is supposed to have been created by Henry IV., at his coronation in 1399. It is probably even older, as is indicated by the peculiar ceremony accompanying the granting of the order, which points to a probable order of Monks Militant, pledged to purity, as evidenced by the bath, and devoted to some special service, as were the Knights Templar, the Knights Hospitallars, or Knights of Malta, and other orders like the Trinitarians which arose during the Crusades and in connection with them.

According to the best authorities the robes worn by the Knights of the Bath in the time of Henry IV. were green with furred hoods and a white silk cord hanging from the left shoulder. A ceremonial or ritual bath was given to the candidate on the night of his vigil, the night before he received the Order, and the costume worn by the candidate before taking the bath was a priest-like garment of russet or gray, with a girdle and hood, pointing directly to the monk-like character assumed by him.

After the bath the attendants put upon him a red surcoat and mantle, the latter with a lace of white silk, from which hung a pair of white gloves, and the final costume was a blue (later a purple) velvet or satin gown with hood furred with miniver (later lined with sarcenet) and the white cord hanging from the shoulder until it



The Chapel of Henry the Seventh, in Westminster Abbey, which is also the Chapel of the Knights of the Bath. The Carved Oak Stalls at the Right Are Where the Knights Have Sat for Centuries and the Banners Hanging Over Them Are Banners Which Have Belonged to Those Who Distinguished Themselves Greatly.

should be removed by the sovereign, or a lady, for some deed of valor.

In the present day the mantle is of crimson velvet, lined with white over a white satin undercoat and trunk-hose, and a plumed hat and white boots with red tops may be worn.

Even the form of the collar was carefully prescribed so early as 1725. It was of white knots, linking closed crowns to roses and thistles issuing from sceptres, and from the center of the collar a ribbon of the Order which was worn as a sash.

The King of England is the leading authority, who states concerning the Knights of the Bath:

"If the ceremonies and circumstances of their creation be well considered it will appear that Henry IV. did not institute, but rather restored, the ancient manner of making knights, and consequently that the Knights of the Bath are in truth no other than knights bachelors, that is to say, such as created with those ceremonies wherewith knights bachelors were formerly created."

The Order of the Bath was reconstituted by George I. in 1725. Although Knights of the Bath were granted precedence over the knights bachelors, they were really the same, though knighted with more elaborate ceremonies, on special occasions.

In Westminster Abbey, in the beautiful chapel called after Henry VII., are a series of carved oak stalls, on each side of the nave, above which hang the banners of the Knights of the Bath, of whom this was the place of installation when the Order was reconstituted in 1725.

As a G. C. B., James W. Gerard is entitled to one of those old carved stalls in Westminster Abbey. Some of the ceremonies which he escaped are described in the famous "Froissart's Chronicles." In those old days knights-elect to the Order of the Bath were attended each by his two esquires, who undressed them and placed them in a bath prepared for them by the King's barber, who received all the candidates' clothes as a perquisite.

Each knight-elect was then removed from the water with the words, "May this be an honorable bath to you!" and was placed on a plain bed without curtains. As soon as he was dry he was arrayed in a monk's robe and conducted barefoot to the Royal Chapel by two of the gravest knights about the court, selected for that purpose by the King.

In the chapel he offered a wax taper in honor of God, and a penny in honor of the sovereign, and was left on his knees in prayer until the following morning. Then he was garbed in robes already here described and led into the presence of the King, his spurs hanging to the hilt of his sword. The right spur was then buckled on the candidate's heel by the peer of the highest rank present, and the left spur by the senior knight present, and then the King, after girding on the knight's sword, bade him kneel, and with his own sword struck him on the right shoulder, exclaiming, "Arise, Sir James," or whatever the new knight's name. When the knight had arisen, the King embraced him, exclaiming, "Be thou a good and true knight!"

In the old days the new Knight of the Bath offered his sword on the altar of the Royal Chapel. On leaving the chapel he was met at the door by the King's chief cook, who stood there with his white apron and sleeves and a big shopper in his hand and challenged the spurs of the new knight, who had to redeem them by a payment of money.

The meaning of this was that whenever a knight was sentenced to degradation for treason or dishonorable conduct by the sovereign, his gold spurs, which were among the chief insignia of his dignity, were hewn from his heels by the chief cook of the King.

But these are only the outward things. The inner meaning is that England tried in the best way she knew how to show her appreciation for a very courageous, humane and forceful gentleman who unflinchingly and unaided stood between her captive soldiers and the bitter reprisals of their captors.

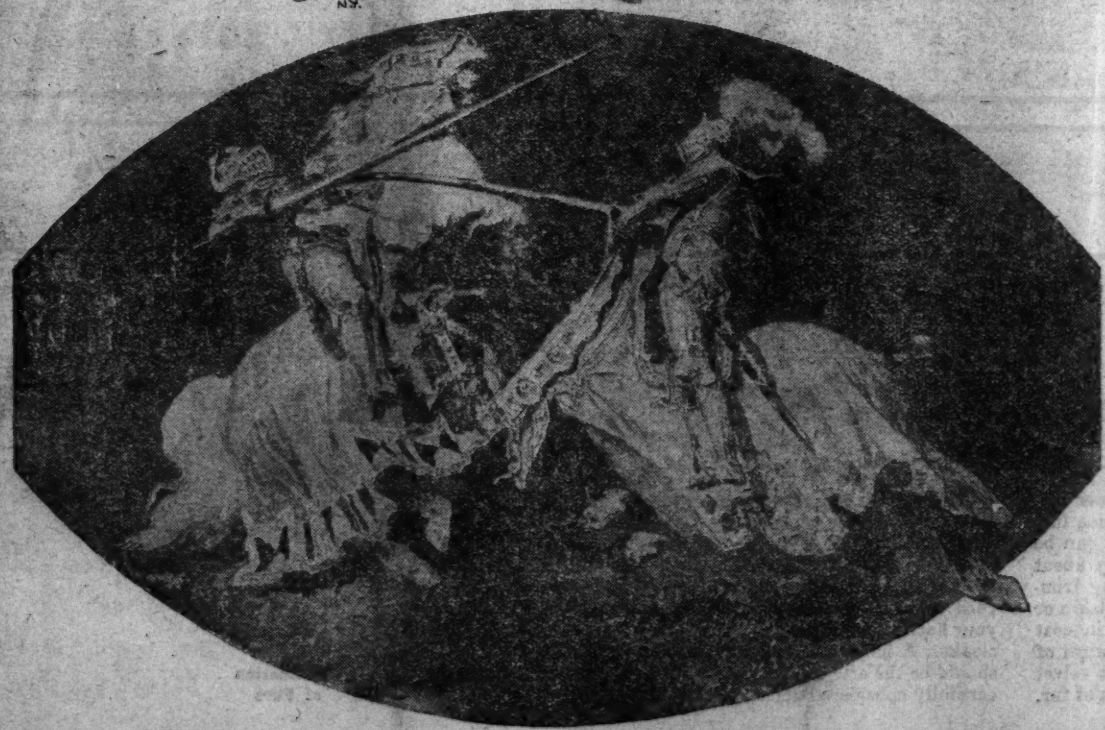


PHOTO © PACO, N.Y.

Fall Harmonies in Furs— By Lady Duff-Gordon

PHOTOS BY WHITE

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

A Cape and Cap of Sealskin, "Lucile" Model, to Which the Ermine Scarf Adds Greater Richness and Lends More Brilliant Color

By Lady Duff-Gordon
("LUCILE")

FORERUNNERS in furs have arrived. The first foreshadowing of the season's taste in furs indicates that the short-haired kind will be the favorites. On this page you see the subtle moleskin, the lustrous seal, baby lamb and ermine—short-haired furs all of them. Last season's efforts at combining two or more kinds of furs bid fair to be more successful next Winter than they were last. This may be, as it were, the culminating season in that respect. The combination of furs is effective if the combination is effective. A paradox? Perhaps. But be as careful about the combination of your furs as you are of your foods. For if carelessly made each will disagree with you.

All of the pictures on this page show an effective fur combination. The largest figure of the trio reproduces a graceful coat of wool velour. A distinctive feature is its fulness and the remarkable width of its fur cuffs. The huge fur cuffs are large enough to make sleeves for a coat in a tight-sleeve season. Yet note that the sleeves are short, despite the striking depth of the cuffs.

The collar is of satin, and fastens near the shoulder, as though a collar of the usual type had slipped far to one side. This collar, of dark satin embroidered in pale colors, is lined with baby lamb—a reversal, you observe, of the usual procedure. In fact, the collar seems to be all reversal. Yet the effect upon the wearer is charmingly chic.

A novel note is introduced by the soft sash of the velour lined with the same silk as the collar. The novelty of the sash is enhanced by its being tied so that the lining of the long ends is shown. The pale silk embroidery on the ends, repeating the color note of the wrap, emphasizes the richness of the wrap, an office which the embroidery of the reversal collar also performs.

Sealskin and ermine have always been good fur friends. The rich darkness of the sealskin throws into finer relief the snow-like quality of the ermine. The combination always suggests to me the night and snow, or frost upon black velvet.

The young woman who wears the sealskin cape and cap looks the smarter, you will agree, for the ermine stole wound twice about her neck and falling in long ends at the back.

An odd but very smart effect is secured by the tailor-made girl who wears her scarf of moleskin and her stole of ermine as negligently as though they were scarfs of mulle. It is a rare grace indeed to wear costly clothes as though they were not costly, with the same easy grace with which you wear the simplest gowns in your wardrobe. My trained eye quickly detects the woman who is wearing a gown of which she is especially proud. Unconsciously she shows a



A "Lucile" Harmony Autumn Coat, With Novelties in Collar and Sash and Cuffs

protective care of the gown, a maternal protectiveness.

The seasons when it is fashion's caprice to combine furs are not as expensive as they seem. For left-overs can be used in the combination. A chinchilla cloak worn about the collar and cuffs was freshened into newness by trimmings of sealskin. Ermine can be freshened by sealskin or moleskin collar and cuffs. I have seen a moleskin coat beautified by ermine trimmings. Since the watchword of everyday living is "Economy," let me suggest that velvet can be richly combined with comparatively small bits of fur.

Black velvet is enriched by the addition of a little ermine. Blue velvet is smartened by the addition of black or white fur.

While selecting the combinations of cloaks and furs do not forget your hats. Fur harmonies may border on discord by the selection of a jarring color. Think well on your hats. And buy them after, not before, your gowns and cloaks. A hat should not be purchased upon impulse. It should be the aftermath of your Autumn wardrobe—a most carefully considered aftermath.

A Handsome
and New
Combination
of Furs

What The Well Dressed Women Will Wear

New York, October 7.—Extravagant materials characterise the evening dresses from Paris. When one has made this statement, she has fairly described the gala garments that have been brought over from France.

To be sure, the lines have undergone change. They are narrowed either in the cutting or in the draping. This does not mean, however, that a woman will not be able to wear effectively and modishly an evening gown that is three or four yards through the hem.

She will need to be careful, nevertheless, that the hem is gathered in after the manner approved by Jenny, or that it is draped extremely daintily in a way that defies the amateur dressmaker and which calls for the services of the most experienced.

According to the newest models, the woman who goes without some sort of arm covering in her evening gown will look positively queer. For, be it understood, the couturiers almost with one accord have tackled little sleeves to the décolleté shoulders. This is a sort of half-way concession to war exigencies, which demand that women have respect for the national and personal griefs, and that they refrain from donning the full evening regalia permitted in times of peace.

Nevertheless, for those who cannot disdain the desire to wear the sleeveless gown, one finds here and there among the Paris collection dresses that are innocent of sleeves. Douillet has sent such a gown, made of old blue satin, garnished with jet trimming and having a fairly high back but an extremely low cut front. The armholes are very wide and run off to mere strings over the shoulder, where they are held in position by a jet ornament. This frock is trailless and in length is about seven inches from the ground.

Bullock shows an evening frock which is of brocaded satin trimmed with bands of net and which are in motifs done in spangles, rhinestones and crystal beads. The frock itself is without sleeves, but this elimination is partly concealed by a classic drape of velvet less than waist length in front and running down the back to form part of the skirt drapery. One side is of the velvet, while the other is of spangled net, thereby providing an interesting contrast and an artistic result.

Callot has used a marvelous black and white brocade which is trimmed with jet and black maline. It sounds sombre, but in reality it is one of the most elegant models that has come to these shores.

From this same house comes a dress of fuchsia velvet made on the new tube lines over a petticoat of white satin bordered with gold lace. A feature of this dress is the draping of the shoulders and arms with purple maline, which is carried backward over the shoulders and caught in with the long, square train. In front, the skirt is frankly short, but it is without the slash which one immediately associates with Callot models.

Rather odd are the evening frocks that show the décolletage much lower in back than in the front. Whether this is due to a twisted sense of modesty or to the fact that one seems better to meet the demand for less extravagant evening dresses in a cut of this sort one cannot say. The one thing is the fact that this new arrangement is an odd, dragged effect when viewed in profile. It also has led to the straight across or square line in front and a V or hood-like drapery at the back.

While several of the evening dresses are touched with fur, the surprising thing is that many of them are minus that trimming. It would seem that all the fur has been reserved for coats, evening wraps, suits and day dresses and, by common consent, had been omitted from evening dresses.

In its place one finds jewelled embroidery, a good deal of fine lace, metallic tissues and a wealth of jet and rhinestone embellishment. The metal brocades are literally worth their weight in gold. They are so beautiful that they require little ornamentation, depending almost wholly on the charm of drapery for their vogue.

While trains may be said to be again in vogue, it is also true that the vast majority of evening gowns are trainless. This also may be traced to the wish to wear less formal gowns and to encourage the use of those which are more of an afternoon character and less gay and festive in their general characteristics.

Indeed, it is the elegant afternoon dress which is likely to be in greater evidence as the season progresses. This type of dress has a half sleeve, a collarless neck and is made of materials which are rich but sombre. It is just the sort of frock to appeal to the majority of American women.

Metallic Ribbon
A good way to "dress up" a model of last season, providing the frock is of a solid color, is to buy three or four yards of metallic brocaded satin ribbon, not less than five inches

wide, and to use it for a panel sash or a bustle drapery.

Many of the Paris frocks are sashed. The sash is a thing of great artistic possibilities and may be used merely in a sort of yoke effect, or tied about a chemise dress almost like a child's sash. It may be draped about the normal waist line, tied in great loops at one side and show the ends trailing quite to the hem of the skirt. Premet has treated her sash in just this manner, using Chinese decorated ribbon of rich blue on a gown of black velvet.

Oriental Footwear

Now that things Chinese are in fashion, women will be glad to patronise the boudoir slippers which come direct from China and which may be had with or without little heels. Either style shows characteristic embroidery, and they are to be had in foundation hues of blue, rose, pink and lavender, or in black.

Youthful Fashions

Comfort and style are combined in Autumn fashions for young women. That is to say, the girl of thirteen to eighteen years of age has had attractive dresses and coats made for her with little reference to what may be becoming to her elders. Heretofore, the styles were first considered for the elders and then cut down or readapted for those still in their teens.

In the last few years this has been all changed, and the miss may look individual and distinctive in frocks made for her and her alone. Of course, there may be a duplication of fabrics and of colors, and even a suggestion of lines. But, even so, designers have done wonders in creating and advancing the youthful dress for the miss.

Very practical are school frocks of serge, some of which have embroideries in vivid color. Then there are frocks that introduce the contrasting color in the cuffs and the collar, which may be of velvet, of satin or of smooth-faced cloth.

It is an excellent idea to have the collar overlaid with a washable one of pique, of linen or of Georgette. This keeps the frock fresh looking, without adding any big laundry item. Also, a very pretty touch is added to the frock by having the belt of patent leather instead of the dress fabric.

Plaid serge is again favored for college dresses, and many of them are piped or collared with a plain color matching the basic tone of the plaid. Generally speaking, the plaids are dull and rich in coloring and can be worn a long while without the wearer, or her friends, tiring of it.

For afternoon wear, there are charming little frocks of taffeta or of tulle and Georgette crepe. For those who have a weakness for crepe de chine, there are models of that soft material in navy, reindier, clove and in French blue. These are variously trimmed with embroidery, but with few exceptions, not any one of them is fussy.

Of suits, there are several interesting styles evolved in the new silvertone velours, in duvet de laine or in chambray. These are rather elegant in cut. While the skirts are narrowed, they are not uncomfortable

in their lack of fullness. Indeed, not a few of these skirts are plaited and thus, while insuring the new straight line, do not lose anything in the way of comfort.

The jackets are short because that is the most youthful of lengths. For those who are wearied of the hip-length coat, there are models cut longer, even to the knee. Some are full and others are quite flat. No matter what the particular figure style of the girl she will be sure to find something just suited to her.

Her coat is usually fur trimmed. This sometimes has reference merely to the collar, which has grown immense; or it may relate to the big bands across the side or front of the coat hem.

If good fur is out of the question, the sensible girl prefers a coat with a scarf collar of the material, whose ends are tipped with fur. There are good-looking models which are trimmed with a sort of frappe velvet, which looks well and suggests casual fur.

The English Tommy Talks On Astronomy

By F. W. Thomas

"In a day or two," said Sam, "I believe there's a new moon about due. Not that I'm betting on it, mind, but according to this almanac there's one in order, and they're generally pretty punctual, these moons. Still, I shouldn't rely on it if I were you, because, after all, you can't expect much for a penny."

"It may come as a surprise to you to learn that before the war there were only about eleven people in England that knew there was such a thing as a moon. People were so busy looking on the ground for any stray half-crowns that might be lying about that they forgot all about the heavenly bodies."

"Yet I can assure you that this moon business has been going on for years. Down in the part of the country I come from, near Hackney Marshes, first turning past the gas-works, we've had a moon for as long as I can remember. A fine affair it was, too!"

"But, honest Injun, until the first Zepps came over here and started laying their hard-boiled eggs, people never troubled two pen'orth of gin about the moon. Then suddenly they discovered it, and the applause was tremendous. Heaps of folk looked upward for the first time, and nearly broke their necks doing it, and they said it was a fine idea and ought to be persevered in. One enthusiastic Johnnie wrote to the newspapers and suggested we should have two or three of 'em in case one failed, and the idea was taken up at once. A subscription list was opened, and the brass simply came rolling in."

"As a matter of fact, this moon thing is as old as the hills, if not more so. It's got whiskers on it. If it's not boring you I should like to tell you a few things about it that may have escaped your notice. For instance, this moon thing is not, as some authorities aver, made of green cheese. It is a real way-up, top-side sky-sign, jewelled in fine holes and guaranteed eighteen karat. It is a celestial body run-

ning on ball bearings, and it is said to be forty million miles away, more or less. I've never measured it, but that's what the astronomy Johnnies say, and I for one am prepared to take their word for it.

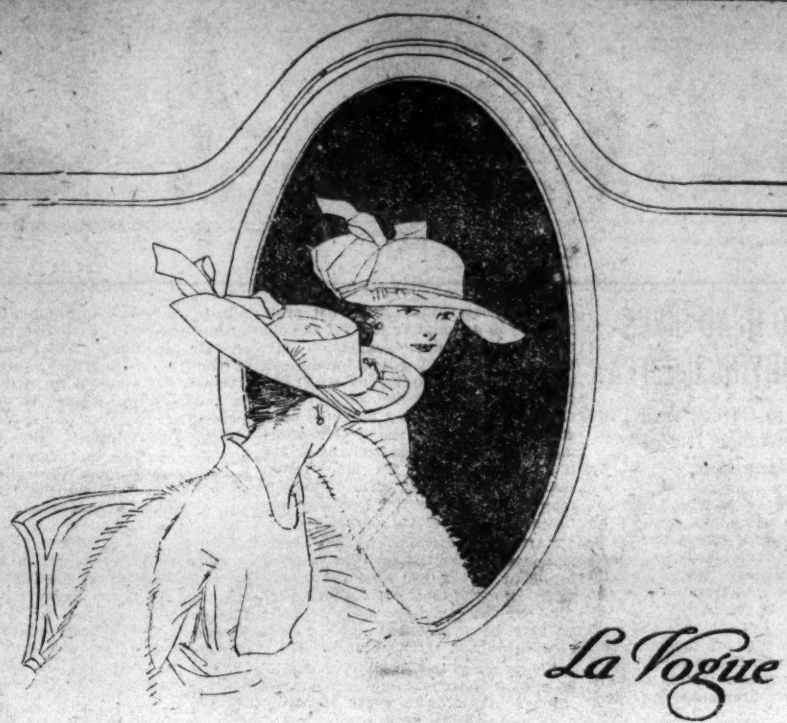
"The moon, I am told by chaps in the know, revolves on its axle once in every twenty-four hours, and twice on Sunday. In addition to that, it also whizzes round the earth at the rate of forty-seven miles a minute, contrary to the police regulations."

"With a powerful reading glass it is possible to see the moon whizzing round and round, and getting quite red in the face about it; while with two reading glasses on a clear night you can distinctly see Sally, the lady that goes round the moon."

"About every three weeks, the moon takes a few days off and is sent back to the works to be overhauled and polished up, and when it comes back again it is known as a new moon. But it's really only the old one with its face washed and its hair cut. Once upon a time it was the practise of the Government to cut the old moons up into stars and stick 'em about the sky, but since the war the price of new moons has gone up, and the other method being thought wasteful, they decided to rub up the old one and make that do for the duration."

"I am giving you all this information free, gratis, and for nothing, and I know it's all correct because my sister's aunt's husband married the bloke that's got the contract for keeping it bright and hanging it up at nights. It was him, too, that used to paint the top half of it black, in the early days, like they did the street lamps."

"But while I'm prepared to believe nearly any old thing about the moon, there's one thing I can't quite swallow. My sister's aunt's husband, he tells me that the moon is sixty thousand million times as big as the world. But that's where I draw the line. If it's really as big as all that, why doesn't it keep the rain off?"



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SHANGHAI, SUNDAY, NOVEMBER 11, 1917

OVERLAND HEAD GIVES HINT ON BUYING USED CAR

Learn History Of Car And Find
Out Distance It Has
Been Run

To those motorists who anticipate selling a used car or buying one John N. Willys, head of the Willys-Overland company of Toledo, Ohio, offers several suggestions which should prove valuable both from service and economical standpoints.

At this season of the year the used car business is one of the most important factors in the motor trade.

"Find the new car which best answers your requirements and gives

you the best value for its list price before you attempt to market the old car," is the first suggestion Mr. Willys makes. "Dealers have been known to offer from \$300 to \$1,000 for the same used car on a trade deal, and the extreme range of offer simply means that the dealer offering \$1,000 probably is exchanging for it a new car listed for much more than its actual value. The \$300 offer may have been a better bargain from the standpoint of value received.

"After you have found a reliable dealer who sells the car best adapted for your needs you can then look around for the most satisfactory offer for your old car. Any reliable dealer may be expected to give you a reasonable and satisfactory price.

"If you are buying a used car by no means purchase on appearance alone. Again, the most important

suggestion to bear in mind is that you do business with a trustworthy dealer. By so doing you avoid the possibility of finding yourself in possession of a stolen car, which may be taken away from you at any moment.

"The history of the used car which you contemplate purchasing should be gone into most carefully. You should know how long the dealer has had it on hand, how many miles it has been run, and whether the dealer bought it new or second hand.

"When you have gained this information, you should thoroughly examine all of its mechanical parts. Pay special attention to the compression, the cooling system, the transmission, carburetor and brakes.

Defects in any of these parts may cause trouble and annoyance in the future.

Runs His Maxwell 60,000 Miles

The Maxwell owned by Edgar E. Blackwell was among those present when Columbus discovered America; when the Mayflower drew up to Plymouth Bay and the pretty Pilgrim maidens set foot on Plymouth Rock this car was nearby.

It has been on the scene while half a hundred battles raged. It has edged up close to ambushed Redskins.

From tall ladders to top buckles it has been shaken by giant explosions of the present war—for this car has been in the movies.

It developed a mania for motion in the factories at Detroit, and has eschewed anything that savored of

stillness ever since. It was sold in Detroit in 1910 to Edgar E. Blackwell, a cinematographer, whose photography every man, woman and child in America has admired.

Blackwell drove the little car 60,000 miles in seven years. He bade farewell to the old standby yesterday, then stepped into a new Maxwell.

Mr. Blackwell has himself been more or less intimately connected with the motor car game since the days when it was a law in England that every "steam driven omnibus" must be preceded on the road by "a man on foot, carrying a red flag."

When E. R. Thomas built his first

car in the old bicycle shop in Buffalo, Blackwell was there. He so desired to possess one of the new cars that he placed his order at once and obtained one of the very first of the 100 "one-lungers" which Thomas turned out in 1901.

This car he drove until 1903 when he purchased a car of another make and of far more substantial construction, for it held together until 1910, when he procured the Maxwell.

The old Maxwell was driven 60,000 miles. It has covered every inch of road and much plain, roadless "hard-escape" in Arizona, Nevada, Oregon, and California. It has been used time and again for a camera stand in Blackwell's motion picture work.

It has often appeared in scenes

After the car had been driven 50,000 miles its owner drove it from Reno Nevada, to San Diego, and made no repairs during the entire journey.

But all things made by the hand of man must come to an end. The staunch road conquerer has seen its day.

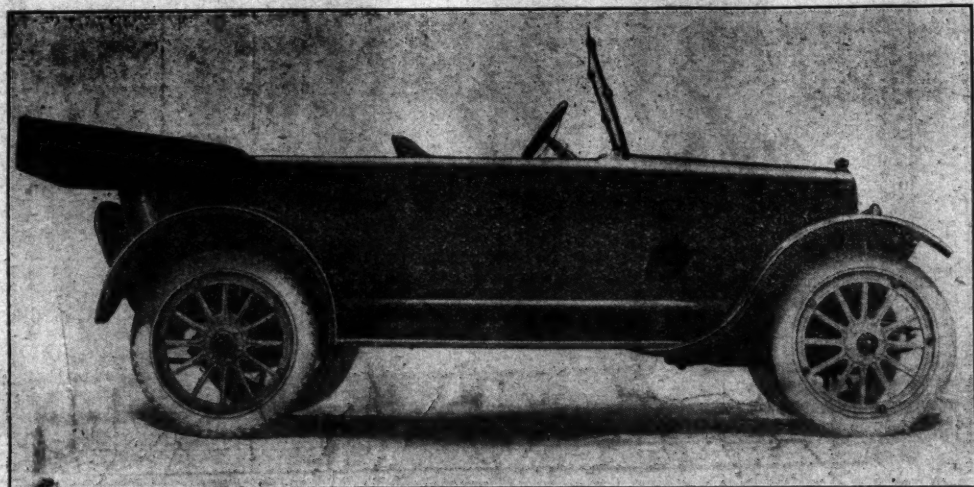
As a farewell trip Blackwell drove the car to San Francisco and back last week, and then bade it good-bye, gave it to the junk man, and purchased a new 1917 Maxwell from the Lord Motor Car Company of Los Angeles.

Blackwell is confident that the record of the older car will be upheld by the handsome new Maxwell which has taken its place.

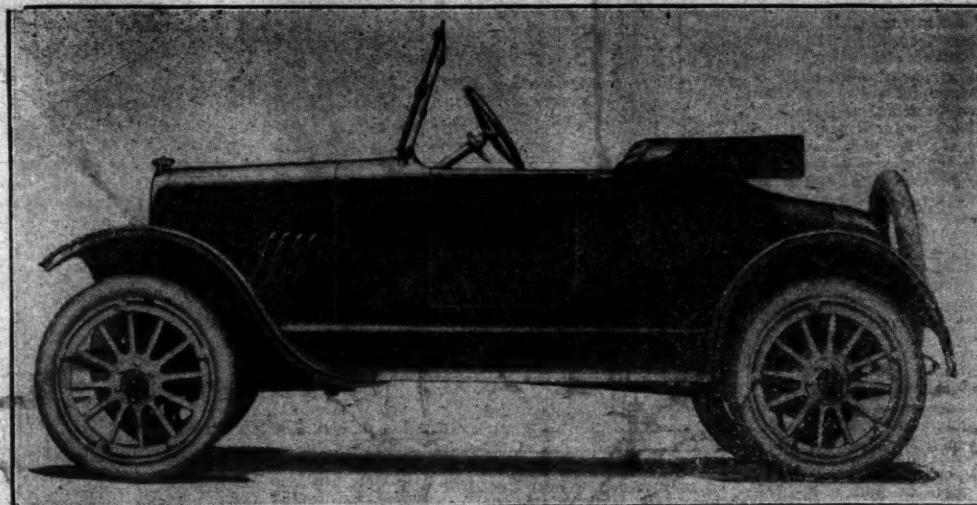
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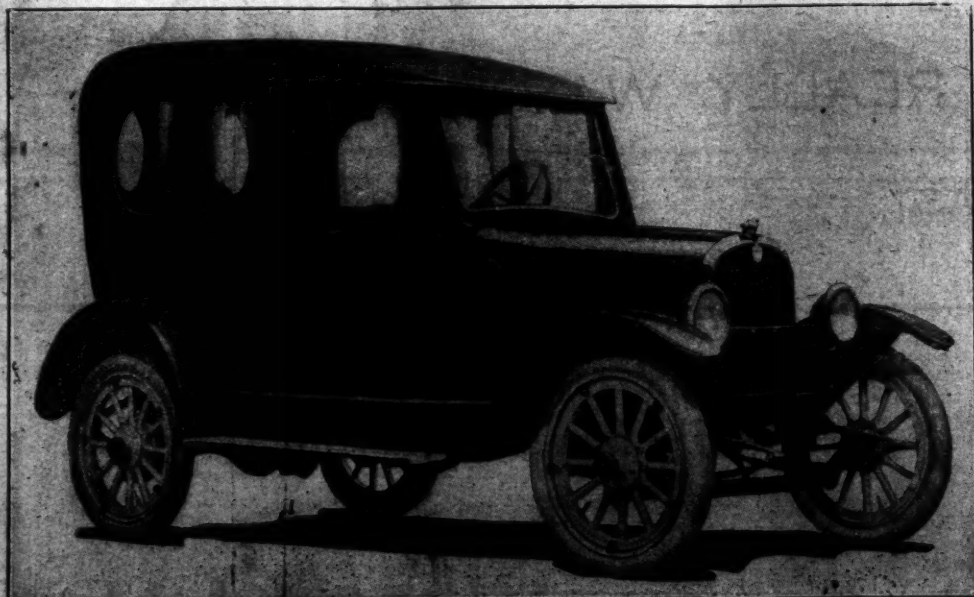
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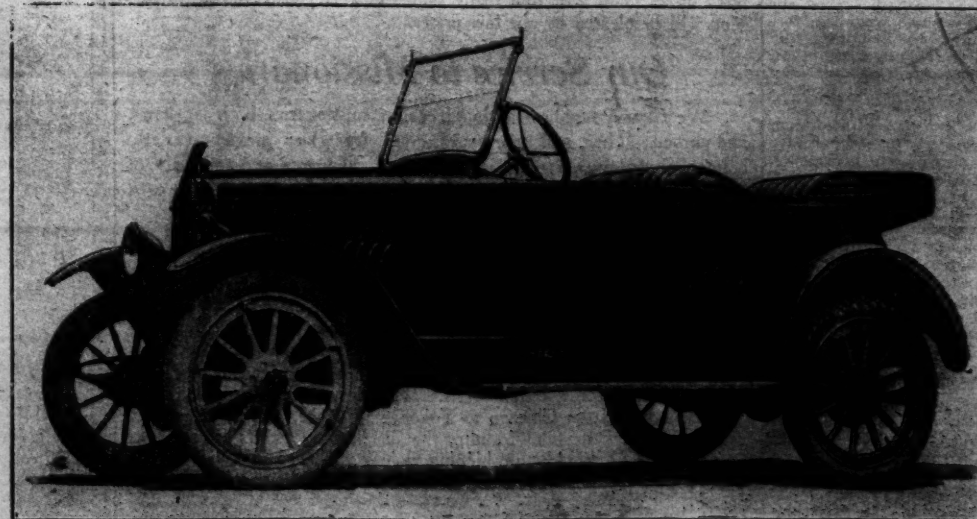
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HOW TO AVOID DRAG OF POOR COMPRESSION

By William H. Stewart, Jr.

It is surprising how many motors pull irregularly because of weak compression without any suspicion on the part of the owners as to the real causes of the trouble. Formerly when the engine was cranked by hand one knew instantly when a cylinder or cylinders began to lose compression. Nowadays the self-starter does the work, and we have no means of telling that compression is weak unless we take out the starting handle and test for it.

Compression is an important factor in developing the full power of the motor. The explosion pressure runs from three to four times that of compression. If the compression drops one-half, then the explosion pressure drops, but the loss is in more than direct proportion. It would seem that if the explosion pressure was one-half, the power developed would be one-half. But one must realize that it takes a certain amount of power merely to keep the engine moving. That is, to overcome the inertia and friction of the moving parts. This amount is constant. All power developed beyond this amount is available to run the car. If the compression and power drop to one-half, just as much power is required to run the engine, so that the available power drops in much greater degree.

The most satisfactory way to test compression is by hand. Install the starting handle and crank the motor over compression on each cylinder. If one of them is weak there will be but little resistance compared to that of the others. This cylinder must be located so that the loss may be remedied. Proceed as follows: Leave the compression cock closed on number one cylinder and open on the others. Crank engine and note resistance. Open that compression cock and close the next one. Crank and compare resistance with the first. Continue with remaining cylinders. If one or more are found to be weak then locate the cause. Run engine and inject oil around valve caps, spark plugs, and compression cocks. Bubbles show leakage and these parts must be tightened until leakage stops. Test these cylinders again and see if compression is restored. If not, inspect exhaust valve to see if it needs grinding. Having ground that, pour kerosene into defective cylinder to seek into carbon around piston rings. These rings may be gummed with soot and so unable to function properly. Then spin motor by means of the starter in order to shake the rings and allow the kerosene to work in back of them. After this treatment compression should be restored. If not, the trouble is a serious one, requiring removal of cylinders. The piston rings may be broken, scored, or badly worn, or the cylinders may be scored also. Such troubles require the services of a well-equipped repair shop, as new rings must be fitted and the cylinders reground. Keep in touch, so to speak, with the compression in your engine if you wish to obtain best results.

Air Expansion of Tires in Hot And Cold Weather

A large number of inquiries from motorists throughout the United States with reference to the expansion of the air in automobile tires in hot weather has caused the scientists of the B. F. Goodrich Rubber Company to make a careful analysis of the changes that take place when there is any variation in the temperature of the tire.

In making computations an initial air pressure of seventy pounds was used. This is the pressure prescribed by all tire manufacturers for a 24x4 tire. The air is pumped into the tire at a temperature of 40 degrees Fahrenheit and gradually heated until it rises to 110 degrees Fahrenheit. At this point the reading of the air pressure would indicate 78.4 pounds, or an increase of but 8.4 pounds. This is not considered dangerous, for seldom, if ever, will the tires of a motor car undergo such extreme changes in temperature.

A probably more practical computation for the same tire with 70 pounds air pressure is made with the temperature at the beginning reading 70 degrees Fahrenheit. For driving through hot, sandy stretches for example, would cause the temperature of the tire to reach probably 110 degrees. Even under these conditions the air pressure would increase to but 75.3 pounds. This is a most usual condition and the results prove that the expansion is still more negligible than in the previous instance.

It has been assumed, and frequent careful observations have proven it, that there are comparatively few motorists who keep the prescribed air pressure in their tires.

It is well to point out in connection with these computations, that the rise in temperature of the tire, due to its being run, is as great in proportion in cold weather as it is in warm weather. Therefore, the increase in the air pressure due to this source must correspond in cold weather as in warm.

WATER IN CARBURETOR

One of the causes of an engine missing explosions, which is sometimes very mysterious, is water in the carburetor. If you have tried all other causes of skipping, try draining the carburetor. If some is caught in the hand, the water will be removed by the gasoline and form globules.

Blame It On The Tire

He drove it on the street car tracks with confidence superb; He scraped it on the lamp-posts and he scraped it on the curb; He slammed it, and he jammed it any way he might desire, And when it popped, Right out he hopped, And blamed it on the tire.

He put on chains that ground and chewed and gouged into the tread; He knew the wheels were out of line, "But what of that?" he said. He whizzed along and sized along, he picked up nails and wire, And when it banged His fist he whanged, And blamed it on the tire.

He didn't pump it full enough, though all the air is free; He left it soft and spongy-like, and scotched on with glee; He skidded and he gridded and whooped through dust and mire, And when it burst, He cursed and cursed, And blamed it on the tire.

He cut it on some broken glass, but said that didn't hurt; He kept right on through sand and mud and filled the cut with dirt. It spotted there and rotted there and soon he howled in ire, When up it blew, He blew up too, And blamed it on the tire.

Who is this man? Go ask the boys who meet him every day; Go ask the boys who have to bear the things he has to say. He bores in and he roars in with words of angry fire, Though he's to blame, It's all the same— He blames it on the tire.

—WILBURD. NESBIT, in the Goodrich.

U. S. TO GIVE STATES \$14,500,000 FOR USE IN BUILDING GOOD ROADS

Washington, D. C., September 9.

The secretary of Agriculture has announced the apportionment of \$14,500,000 of federal funds to be used in the fiscal year ending June 30, 1919, by the several states in construction and maintenance of rural post roads, as follows:

State	Sum Apportioned
Alabama	\$12,456.47
Arizona	205,540.58
Arkansas	250,918.47
California	456,167.23
Colorado	257,278.98
Connecticut	92,216.45
Delaware	24,411.99
Florida	170,723.88
Georgia	403,909.45
Massachusetts	221,261.85
Michigan	435,555.37
Minnesota	425,865.40
Mississippi	268,751.60
Missouri	508,403.98
Montana	298,520.89
Nebraska	319,446.25
Nevada	193,229.82
New Hampshire	62,610.11
New Jersey	177,357.22
New Mexico	238,634.55
New York	749,674.20
North Carolina	342,558.91
North Dakota	229,585.91
Ohio	558,043.42
Oklahoma	346,489.34
Oregon	236,332.74
Pennsylvania	690,145.78
Idaho	182,471.55
Illinois	658,323.48
Indiana	406,230.18
Iowa	484,653.61
Kansas	429,153.88
Kentucky	292,984.62
Louisiana	203,755.29
Maine	144,807.43
Maryland	130,371.43
Rhode Island	34,972.38
South Carolina	215,014.08
South Dakota	243,175.61
Tennessee	340,663.61
Texas	876,986.70
Utah	170,763.17
Vermont	68,128.92
Virginia	298,120.77
Washington	216,530.19
West Virginia	159,713.89
Wisconsin	382,707.20
Wyoming	183,805.78
Total	\$14,550,000.00

Use Kerosene To Clean Out the Car Parts

The valves of the motor should be inspected, and if pitted, should be ground. Inspect the valve springs; if any are found to have lost their tension, renew them. After replacing the valves, see that the tappet rods or valve lifters are properly adjusted; the usual space

allowed is the thickness of an ordinary business card. While the valves are out you have an opportunity to remove any deposit of carbon which may have formed in the chambers.

A cupful of kerosene poured into the cylinder and permitted to

remain an hour or so will remove all gummed oil from the piston rings, thus permitting them to properly perform their duty.

Open the drain cocks in the bottom of the crank case and drain all used oil, then close them and wash the crank case out with fresh oil.

Do not change the adjustment of the carburetor because of lack of fuel supply. The chances are in accumulation of dirt, which may readily be removed by disconnecting the feed line and blowing it out with the tire pump, is the cause of the trouble.

Crankshaft and connecting rod bearings should be inspected and tightened by removing one or more shims, as necessary.

Look After Batteries

Batteries should be looked after and recharged. Spark plugs should be taken apart and cleaned. Closely inspect the porcelain for cracks.

All ignition wires should be examined and if found swollen, either from heat or oil, they should be replaced. Particular attention should be given the wires where they lead under or around the dash or any moving part of the car, as cracks or breaks are apt to be found.

Drain all water from the radiator and water jackets of the motor, substituting a solution of dissolved washing soda and water; run the motor for five minutes, thus circulating the solution; let it stand a few hours; then drain, fill with clean water, running drained and renewed the water three or four times, the radiator will be clean and ready for heavy work. Care should be taken not to let the solution come in contact with the paint of the radiator or hood, as it will ruin it.

The fan belt should be inspected for looseness or cracks in the leather; if loose, it is an easy matter to tighten it; if cracked, the wisest and cheapest plan is to replace it.

Wash Out Transmission

Remove the drain plug from the bottom of the transmission, drain off all grease or oil, replace plug and wash out with kerosene. The easiest way to wash it out is to jock up one wheel, start the motor and put one gear in mesh, engage the clutch, permitting the gears to revolve for a few minutes, thus splashing the kerosene which you have poured in.

Then drain and refill with the proper lubricant.

The cover or housing should be

removed from the universal or toggle joints, the old grease washed off and replaced with new.

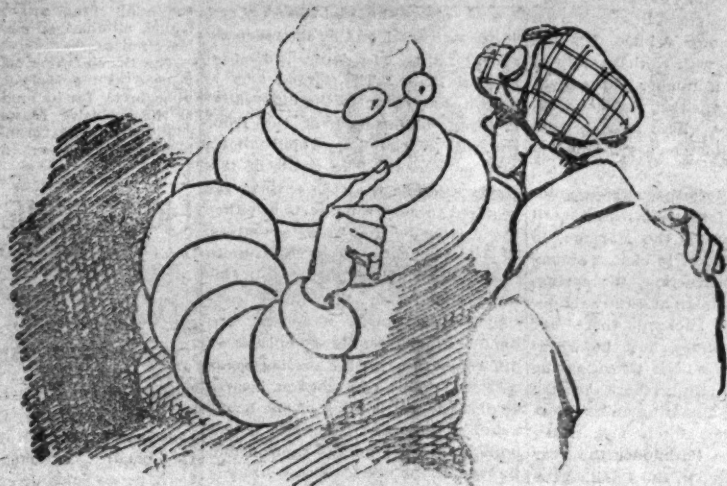
A cone clutch should be washed off with kerosene, then softened with neatfoot oil. A disk clutch

should be drained, washed out with kerosene, drained and refilled either with a light oil or one part kerosene and two parts light oil.

Remove the old grease from the differential and replace with new lubricant. See that all washers are

thoroughly cleaned of accumulated grease deposits.

Renew lubricants in the steering gear; remove the boots or covers from all the steering connections and see that they are free from rust and dirt and properly lubricated; tighten the kingpin nuts.



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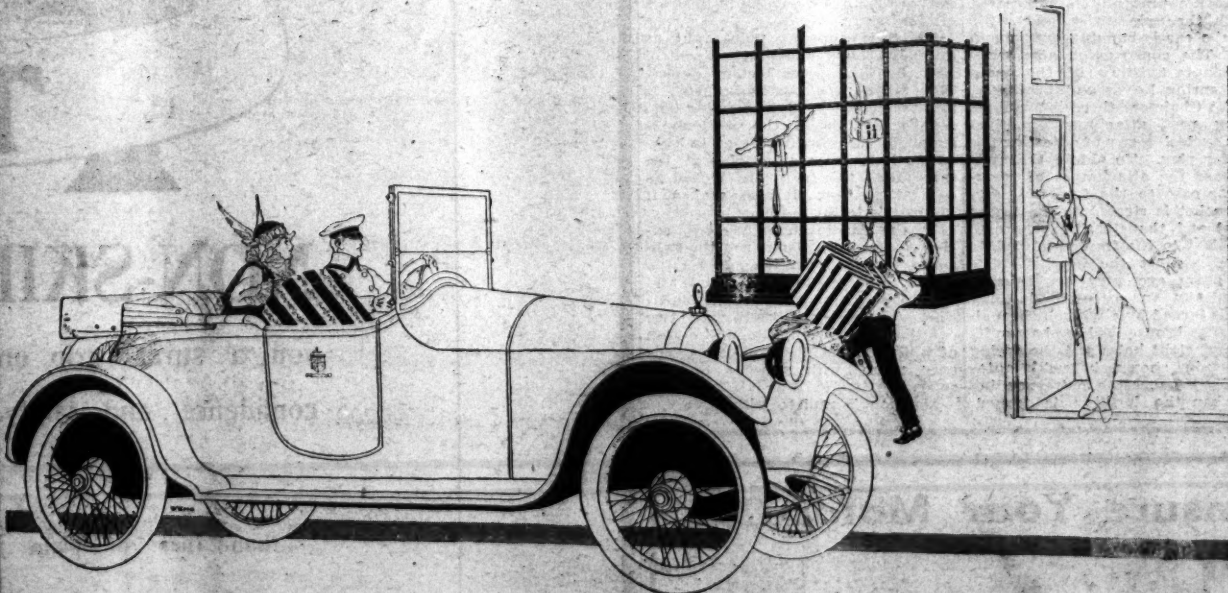
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New And Unique Features In The Various Cars

(From Motor Magazine)

While our republic is founded upon the axiom that all men are born free and equal, this principle does not extend to American motor cars. Every car and every model has at least one unique feature of design or construction, which differentiates it from every other motor vehicle. On the two pages herewith we have gathered pictures of a number of these exclusive features as they are embodied in various cars, whose builders consider them salient points in the design.

In some makes there are a number of unique features of equal merit as for example in the Marmon, in which it is difficult to choose among the frame construction, the springing, the body design and the axle design. In the Packard there are numerous examples, but the vibration damper has been taken as the best. In the King there is the starting motor mounting and method of aligning the clutch and transmission; in the Pathfinder the rear end of the body; in the Cadillac the carburetion system, in the Austin the spring suspension also the two-speed rear axle is equally exclusive; in the Chalmers the steering post and mounting; in the Monroe the crankshaft; in the Studebaker the wiring and in the Maxwell, the running-in oil cone clutch.

In the current Packard models there is the so-called vibration damper mounted on the forward end of the crankshaft as shown in the accompanying illustration. This device in simple terms is a crankshaft shock absorber. Torsional deflection of the crankshaft is present in all car motors when they are operated at full load, and may at certain speeds become excessive enough to cause objectionable vibration in an otherwise smooth motor. A crankshaft shock absorber controls this deflection and eliminates the possibility of noticeable vibration. O. E. Hunt, engineer of the Packard company, explains the action of the damper in the following way: "Consider a crank like a rim nut brace, made of small diameter wire. Fix the socket end by applying it to the rim nut and apply pressure at the handle. The whole crank will deflect. Now imagine that this crank handle represents the crankpin of the motor crankshaft, and the fixed end represents the flywheel. The deflection in the cylinder produces a deflection analogous to that you have just produced in your light wire crank. The crankshaft deflection is only a few thousandths of an inch, to be sure, but the principle is exactly the same. When you release the pressure on your light wire crank, the handle recoils beyond its normal point and oscillates to rest. The crankshaft, after the explosion, oscillates to rest in the same manner. In other words, the pin swings like a torsional pendulum, and if the motor is running at such a speed that a second cylinder adds its impulse at the proper time to build up the amount of deflection, you have a condition of periodic vibration, commonly known as a period."

An exclusive feature in the Case is the ball and socket connection between the rear axle housing and the cantilever spring. The object of it is to permit the springs to do their full work. This method of spring fastening does away with binding at the shackle pins and other parts, through the axle twist and whip when the car is running over rough roads. The construction also tends to eliminate twisting of the main frame, spring leaves and brackets.

In the Chalmers there is a unique steering post attachment method and an exclusive way of adjusting the gears for play. To obtain the most rigid base for attachment of steering gear case to the frame, a box-like bracket is riveted to the frame channel and the steering gear case then bolted to the frame and tightly clamped against the bracket. The worm gears are very conveniently adjusted by an eccentric bushing which is turned by a wrench through slots. The bronze bushing has on its periphery eight holes and the spring loaded pin shown herewith automatically engages the corresponding hole when the bushing is turned.

Adjustment is made by lifting the pin and turning the bushing.

In the Locomobile the rear end is prominently featured. The outstanding feature of this rear construction is the fact that two radius rods and a torque arm are employed. The radius rods are hung at the front end with a universal, and on the rear axle end they turn on a large bearing on the axle tube. The torque arm is bolted at the rear to the differential housing and fastened at the front end with a coupling which allows free movement. The result of this construction is that the springs are required to absorb no parts of either the driving or the breaking stress. This leaves them free to exercise their full springing function. In this same illustration the brake construction is worth noticing. The hand brake and foot brake operate on different drums with a cooling space between. This construction insures against the overheating of one brake drum by the use of the other. Where both brakes act on the same drum, the use of the service drum brake is apt to heat up the brake drum to such an extent that the emergency brake will not hold satisfactorily.

In the King eight there is novelty in the starting motor mounting and the method of attaching the gearset to the engine. It is rather difficult to assemble the crankshaft in the main bearings so that the rear end of the gearset is exactly central with the usual large flywheel housing. By casting the clutch and flywheel housing on the rear end of the crankcase and having a hole machined in the rear end of the crankcase piloting the gearbox at the same time main bearings are bored, the King has perfect alignment in the machine work. After the crankshaft bearing liners are assembled, the hole for piloting the gearset is reamed at the same time the crankshaft main bearings are reamed, and in this way perfect alignment of the gearset is assured.

Mounting the starting motor directly to the back end of the crankcase and on the top center assures a rigid mounting and uniform center distance for the crankshaft and starting motor. This position for the starting motor also enables the maker to build up a car with the steering gear either on the left or right hand side of the car without the necessity of shifting over the starting motor from one side to another and changing all the connections.

Studebaker employs the single wire system and have adapted it to their cars in a very creditable manner. All wires are carried on the chassis, none being attached to the body of the car. The entire system, with the exception of one wire to the tail lamp and one to the battery, is accessible by raising the hood. All wires run to a common junction and fuse box which is bolted to the side of the engine case.

The Maxwell clutch, which is of the cone type, is faced with a single piece of woven asbestos fabric and is enclosed in an oil-tight case. The entire mechanism operates in a bath of oil. When the clutch is released, the film of oil that forms between the clutch facing and the inside of the flywheel must be forced out of its fabric before the clutch will engage with the flywheel. In pressing out this oil, the clutch is permitted to slip just enough to insure a gradual start.

The Ree company points out as exclusive features its one rod control and the thief proof locking device. This thief proof locking device is interconnected with the starting button so that, when the padlock is snapped, the starting device is locked, so it is inoperative and at the same time the gears are locked in neutral position. It also makes it impossible to lift the floor boards.

In the Austin there are two exclusive features. These are the two-speed rear axles which enables the owner to use six forward speeds and the double cantilever spring suspension. In the latter there are two cantilevers on each side, the action of which are such as to produce very easy riding with absence of side sway.

Marmon is replete with exclusive

features, but we have taken the body construction as an important and interesting one. The aluminum body is made in three parts bolted directly to the frame, the latter being of the Brush rigid construction incorporating the running boards and fenders. The construction makes the body practically part of the frame, eliminating poor floor fit and body noises.

The Brush frame construction also is used in the Monroe. This car is noteworthy for its engine design, one of the exclusive features being the counterbalanced crankshaft whose balance weights are forged integral

HOW THE AUTO ENGINEERS PLAY THEIR PART IN WAR

Design Trucks, Tractors, Aeroplanes, Tanks, Motorcycles And Ambulances For Uncle Sam

Much has been printed, from time to time, regarding the important functions performed by engineers in the conduct of modern warfare. Perhaps no fields of engineering are more important than those represented in the Society of Automotive Engineers, and this society has been and is performing splendid service for the Federal Government.

Transportation in all its phases is of prime importance to every army, and in several important branches of transport service the society is rendering invaluable assistance. This includes work having to do with the design and construction of motor trucks, tractors, airplanes, tanks, ambulances, motorcycles and other automotive apparatus propelled by internal combustion engines.

For more than a year the society, through its Truck Standards Division and many of its engineer members, has been co-operating with the Quartermaster's Department in the formulation of specifications and designs for military trucks. When the importance and possibilities of this work were fully realized it was extended to include even the smallest detail and was taken over by the Government, members of the society still co-operating effectively. No less than fifty S. A. E. members are now located in Washington, giving active assistance and advice to the military trucks. What this means can be appreciated only by those who understand what a mass of detail work is involved in keeping fleets of trucks in operation and supplying new parts as required.

Aid Aircraft Production
In connection with the aircraft program the society is co-operating in an equally effective manner. The

with the shaft proper, instead of having them bolted or welded on. In the Pathfinder twelve there is a new form of rear body construction using a revolving tire box in which a spare wheel and tire are concealed. Above this box is a compartment for housing the disappearing top.

The Paige uses a two-part propeller shaft with the center bearing construction of unique design. This division of a long shaft reduces any tendency to whip and puts less strain on the rear axle, gearset and springs.

Among the many features of the Premier is the magnetic gearshift with steering column control, and in the Pierce-Arrow there is the new well-known fender headlight, which carries with it a number of obvious advantages aside from improvement in appearance.

Chairman of the Aircraft Production Board is a past president of the society, and two of its four other civilian members are also prominent members of the society. The chief of the aircraft engineering division of the Signal Corps, the late lamented Henry Souther, was also a past president of the society, and in each of the sub-divisions of this section the society is represented by at least one member. The sections included are airplane, inspection, power plant, transport, design and experimentation. In co-operation with the aircraft engineering division of the Signal Corps and with the aircraft production board are a very large number of S. A. E. members, some holding positions of authority, and others in a subordinate capacity. Still others are entering as rapidly as the need for additional men is made known.

Outside the organization of the Government, but in very close co-operation with it, the Aeronautics Division of the Society of Automotive Engineers' Standards Committee is doing excellent work. It has already, after careful research, recommended numerous standards, which are in turn being adopted by the army and navy.

The standard U. S. A. aviation engine has been designed by two well-known engineers, both of whom are prominent members of the society; while associated with them in this work are several other S. A. E. members, who will co-operate in the production and testing of these engines.

Motorisation Of Ordnance
In the Ordnance Department the need for motorisation of artillery and the handling of ammunition by means of motor-driven vehicles are fully appreciated in the develop-

ment of apparatus for this purpose the society is represented by its president, a past vice-president, and several other members of the society. Rapid strides are being made toward what will doubtless be the most completely motorised artillery equipment of any of the allied Powers. This motorisation involves not only the use of numerous trucks, most of which will be of the four-wheel-drive type, but also the use of numerous tractors. Closely associated with this work are the design and construction of any apparatus like so-called tanks that may be developed. Another past president of the society is commissioned to work upon the development of these special engines of war.

But the activities of an engineering organization are not by any means confined to the destructive side of warfare. Engineers must, for example, be charged with the design, operation and upkeep of motor-driven ambulance equipment. Another member of the society has recently been commissioned to take charge of this important work. There will doubtless shortly be associated with him in this work other S. A. E. members who have specific knowledge of requirements in this field.

In connection with the Navy Department the society is not so completely represented, since it has only recently taken up matters pertaining to the standardisation of marine engines and their accessories. The S. A. E. is, however, represented in marine warfare in so far as this has to do with the power plant equipment of the boats of the "submarine-chaser" type and with the production of seaplanes.

Aid Agriculture, Too
The relation of the tractor to the food problem has been frequently discussed and is a subject in which the society is deeply interested and in connection with which it is actively co-operating, not only with the United States Government (through the Department of Agriculture), but, through other channels, with the British and the French governments. It is realized, of course, that the food problem is second to none in importance, and the attention being given this matter, from the standpoint of the tractor engineer, is in keeping with the other activities of the society.

Standardisation in connection with motorcycles is another feature in which the society is doing active work and in which the Government is taking an active interest.

It is obvious that the Society of Automotive Engineers is living up to its reputation for efficient co-operation, and that there is very good ground for its maintaining a branch office in Washington. This Washington office is not only forwarding the co-operation with the Government outlined above, but is keeping in close touch with the various branches of the War and Navy Departments, with the purpose of helping these departments secure the assistance of capable men for the conduct of engineering work.

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LIBERAL CONDITIONS AND MODERATE RATES

Beneath Waves For 90 Days, King '8' Is Raised And Now Is Driven By A Chinese

Since the beginning of the world the tales that come from the sea have been remarkable. We have heard about the man that lived in a whale's belly, we have heard strange stories of sea serpents and monsters of the deep, and recently have come reports of the amazing performances of war-time submarines. But now, from out the blue depths of the sea, emerges yet another object of wonderment, taxing the powers of men to believe.

The latest deep sea marvel concerns an automobile, a King "8" such as many people in this country own. Now the story is that the King was travelling by boat and was approaching the shores of China, en route to Russia, via Vladivostok, when the ship was wrecked. The silent workings of the sea closed about the unfortunate vessel and her cargoes.

Deep beneath the salt fathoms lay the automobile, and by every rule of sea and land the story of that King's voyage should have ended then and there. But these are days when strange things are done beneath the surface of the waters.

For three months the carefully wrought machinery of the automobile was exposed to the action of the salt water and corrosive acids within the hold of the sunken ship. For the vessel (we may say it now without fear of censorship) was heavily laden with ammunition, and the salt-soaked chemicals of the shells and torpedoes made them even more dangerous companions for the delicate machinery of the automobile. And then one day the King was raised from the briny depths by a wrecking crew and transported to the land, where it was sold for such value as there might be in the aluminum and steel of which the

car was made. Just so much saved from total loss! The purchaser was a prosperous commission merchant of Hongkong, China, a man of the counting table and office, a man who had never driven an automobile and who knew nothing whatever about engines or machinery. But impelled by the universal desire to "thinker," he set out at once with the aid of a Chinese carpenter and a coolie to take the machinery apart. As each nut and bolt was loosened and each separate part removed it was cleaned, ticketed and labelled so that reassembling would not be entirely hopeless. And then the electrical parts were turned over to an English electrician for cleaning.

Gradually, painstakingly, the pieces were fitted together; the amateur mechanic working with the fascination of a child with a puzzle, and, finally, when every part had been returned to its proper place, the merchant started the car. A little later, with a licensed driver to accompany him, he learned to run it over the hills and highways around and about Hongkong. Then, after a Government Inspector had pronounced the automobile fit for private service and had given the merchant his license, his satisfaction was complete. The King "8" ran perfectly. The same engine and machinery that had its abode for three months at the bottom of the sea now traversed the land with perfect ease. It sounds strange as the marvelous tales of old—but it is true! The wise men tell us "there are better fish in the sea than ever were caught," but the sea is the place for the fish, not automobiles, and no one will deny the title of this "submarine automobile" to its supremacy.

There Are Drivers And Drivers

By H. A. Tarantous In Motor

We who drive motor passenger cars, though we are in the majority, are after all, only one class among some ten types of drivers who operate vehicles propelled by internal combustion engines. And the qualifications of these various classes of drivers are as diverse as the vehicles they drive. Like most other relations in the complex structure, social and economic of modern life, the present world war has served to throw into relief the distinctions between one motor vehicle driver and another. The differences existed in peace time, it is true, but not until military necessity forced the intensive use of motor vehicles, did we realize how remarkably divergent were the driver types among vehicles having a fundamental similarity of propulsive medium.

We shall not be drawing it too fine if we divide motor vehicle drivers into ten distinct classes, as follows: Those who drive passenger cars, trucks, buses, racing cars, taxicabs, ambulances, tanks, agrimotors, motorcycles and airplanes. All of these vehicles have played a part in warfare, though the operating characteristics of all the different drivers do not have direct military application. For instance, buses in city use require a certain distinct sort of driving ability, as do taxicabs. Both buses and taxicabs have been used in warfare, but their general operation in military service would differ little from that of the trucks that form the backbone of military efficiency today.

The ordinary passenger car driver, whom we shall use as the basis of comparison for the other types, since most of us are familiar with his work, is not required to be of any particular physical standard. The laws require simply that he shall have ordinarily good eyesight, two legs and two arms capable of operating a car.

The driver of a modern passenger motor car has little to think about on the road, except his driving. His average speed will not exceed twenty miles per hour and there is no occasion for intense or quick thinking, except in the rare emergency, which is likely to arise sooner or later through the carelessness of the unusual operator. He does not have to know much about his vehicle to keep it moving; indeed, the reliability of modern cars is such that the driver need give little thought to the mechanism, while he is on the road. He is safe if he can change a tire and a spark plug, unless he ventures too far from expert assistance. The passenger car driver selects his own road, increases or decreases his speed as seems good to him, with little outside influence to disturb him. He fills his gasoline tanks and his oil reservoir and knows from past experience just about what to expect of his fuel and lubricant.

This mental freedom is the exception rather than the rule among drivers of other types of motor vehicles. The airplane pilot, for instance, may have a dozen different things to do while he is traveling anywhere from 100 to 150 miles per hour through the bitter cold atmosphere, with no protection and 20,000 feet above sea level, where the air is rarified to a degree that makes physical and mental functions difficult, instead of nearly automatic, as they should be. The airman may have to drop bombs or operate a gun, he must listen for enemy planes and watch for them too; he may have to make notes and draw pictures in addition to operating the plane controls and driving an engine that requires more care, attention and delicacy of handling than any other internal combustion type.

The racing driver also has worries, while he is at the wheel, though he is fortunate enough to have a mechanic to whom he can delegate observations outside the car. The race driver confines his attention to watching the track ahead, observing the tachometer on the dash and taking his signals as he passes the pits. He may also watch the tires and the oil supply, but the mechanic is usually charged with these duties. The race driver must push his car as fast as it will travel and yet he must be considerate of his tires. He must be able to interpret every sound that comes from the mechanism of the car.

It might be assumed thoughtlessly that the driver of an agrimotor would

be of the crudest type of all. The reverse is true, for there are certain factors to be taken into consideration by the agrimotor operator, which do not enter into passenger car operation. This machine operates in the earth, where resistance to its progress will vary almost infinitely. The gasoline consumption will vary according to the resistance offered by the ground and the agrimotor driver must be able to estimate this factor with reasonable accuracy. Again lubrication of the agrimotor must be copious and unfailing. The driver must know what to lubricate and when, and must be reliable, or he may fall in this vital operation of lubrication, to the eternal damage of the machine.

So it goes in all the various classes of motor vehicles; each has its distinctive characteristics, each has factors to be considered that are not present in the others. The physical and mental qualifications of the drivers for each class, must be attuned to the proper pitch for the type of vehicle he is to operate. While the controls of certain classes of vehicles may be very similar to those of other classes, still they will not operate with the same degree of freedom and the response from the mechanism will be entirely different. For instance, officers of the British Royal Flying Corps, recently told me that, other things being equal, they would rather have a recruit who knew little about vehicles, than one who had an ingrained

understanding of another type than the one he is to handle. In the one case the recruit starts with a perfectly open mind, while in the other he must unlearn a great many things before he is ready to begin his education. The same things will probably apply to the recruiting of agrimotor drivers.

I had this fact very forcibly thrust upon my attention during the months of May and June just past, while examining men for the position of sergeant chauffeur in the motor truck transport service, forming for duty in France. After a few days' work it became evident to me that there are drivers—and drivers. A majority of the men who came up for examination were passenger car operators of experience. Yet in spite of the basic similarity between the passenger car and the motor truck, the differences in detail of operation, would make it necessary to re-educate drivers of the former type for service in the truck transport.

Of all the various types of motor vehicles, the airplane calls for the highest type of mental and physical qualifications, in its driver. The aspiring airman must have the greatest nerve and most consummate skill possessed by mortal man. He must have perfect eye-sight, acute hearing, a good memory and absolute coolness. He must be an excellent judge of distance.

Some idea of the demands made upon the airman may be gained from the tests to which applicants for admission to the corps are subjected. The applicant is blindfolded and a license is discharged directly behind him. His alarm is measured by the increased rapidity of his heartbeats and dermometers are charged him on a percentage basis. Another test is suddenly to throw a pail of ice-cold water on the applicant, while he is stripped for physical examination. Such tests as these show whether a man is mentally qualified and physically strong enough to endure the constant emergencies and hardships of operating a plane.

An instance of an airman possessing in superlative degree all the characteristics of courage, skill, alertness, etc., needed to make a perfect plane fighter, is Guynemere, the French air hero, who is a boy of twenty years, with a record of fifty-three Hun machines destroyed. This driver has studied the construction of the Hun planes so minutely that he is able to rail one of them, keeping in such a position that the enemy driver's view is always obstructed, with the result that the battle ends in the elimination of another German machine. Only a wonderfully quick and resourceful mind could carry out an operation of this kind, involving the utmost delicacy of approach and plane handling.

Of all the vehicles driven by internal combustion engines, the airplane is the easiest to control; that is to say it responds more quickly to the movement of its controls. There is a considerable difference in airplane controls. In this country we generally use the so-called Deperdussin or "Dep" wheel. In this type there is a wheel with its horizontal axis in line with the vertical axis of the post. By turning the wheel the plane is balanced, while by shifting it backward or forward the rise or fall is operated. There is a foot control for the rudder. In European planes the stick control is used instead of the wheel. The stick when shifted sideways operates the balance and backward or forward the lift. Foot control is used for the rudder. Obviously a pilot used to one type might have to undergo a considerable training to learn the operation of the other.

Before the air pilot is a really accomplished fighter, his control of his machine must become practically instinctive, automatic. His eye must single out the hazards of the air and his hands make the delicately attuned movements necessary to meet them without interfering with the ultimate

object of his flight, the finding out what is going on within the enemy lines, or dropping bombs on the clustering Hunns beneath, or sweeping his airmen out of the sky, which latter entails the use of a machine gun. It has recently come to be accepted that a big enough air fleet will win the war for us quickly. The real problem in getting such a fleet will lie in finding the men to man the planes, for there is no question of the ability of our manufacturers to turn out any number of machines demanded of them.

It has been frequently stated that our racing pilots could qualify as plane drivers with a minimum training. It is true that the race drivers are daring, quick thinkers, accustomed to speed and technically motor wise, but the problems of the air are very different from those of the track and the drivers from the latter would have to prove their possession of many qualities not demanded in mundane racing, before they could take the air in a modern plane. Education, the training of the mind to nimbleness and quick decision, is an invaluable quality for the airman and not all our racing drivers possess this characteristic. As far as the taxicab and motor truck drivers go, few of them would ever be able to qualify as air pilots. They have been so accustomed to thinking in terms of taxi or truck operation that their sub-conscious minds have driven into a rut, which would lead to "grave" conclusions if they tried to seek higher laurels.

To look at pictures of agrimotors, one might easily assume that operating a machine of this kind would be merely a question of sitting at the wheel and making an occasional turn. The question of driving the machine is simple enough, but to do efficient work with it is another matter. For instance, the driver must be able to gauge a widely varying consumption of gasoline. The soils in which the agrimotor operates will run through endless variations, from light and sandy to heavy clay. The consumption of fuel will vary with the soil and the driver must take this factor into consideration, plus the weather, the gradients and other factors. The lubrication will also be subject to variations and yet proper lubrication is the very life of the agrimotor and the driver must be always on the alert to maintain its efficiency.

The motorist accustomed to driving his car over the roads at twenty miles an hour or more, will be bored to death by a day's operation of an agrimotor, whose speed is a slow walk, and the work is monotonous. It has been found in England that women are peculiarly fitted to act as agrimotor drivers, because of their ability to stand routine work and do the same thing over and over again without mental revolt. They are trained to care for the mechanism.

The tanks of our allies present another problem. Here are machines driven by a radically different means from that used in the ordinary motor vehicle and also differently controlled. The steering is accomplished by changes of speed of one or both the endless belts or caterpillars, which

encircle the outer perimeter of the machine. The driver of a tank must be as quick to see and think as the plane pilot. He must be able to maneuver his unwieldy vehicle into favorable fighting positions over most unfavorable ground, and this calls for rare skill. It is not necessary that he should be broadly versed in the mechanism of his vehicle, because a mechanic is usually carried on the tank to care for the engines. In common with the rest of the tank "bantams," the driver must be a strong man. The work in a tank is arduous, the terrific noise of the guns, the stifling atmosphere, the foul gases, combine to make conditions impossible for the anemic son of an anemic bookkeeper. Tanks are not yet used in such numbers as to make the finding of drivers much of a problem.

And what shall we say of the ambulance driver, that agent of mercy working in the shadow of Mars? If any type of driver needs consummate skill in handling a road vehicle, it is the ambulance driver. He must be able to keep his car moving under circumstances that would daunt an ordinary driver. He must drive fast, yet with the least disturbance to the occupants of his car. This speed without haste calls for a man whose nerve cannot be broken. He must be able to drive over shell-torn roads at night without lights of any kind. He must pick his way as surely and as swiftly as Mark Twain's Mississippi River pilot and do it by something remarkably like intuition. If his car stops for any reason he must be able to get it going again without depending on outside help, for frequently he works where there is no human help.

Like the ambulance driver, the operator of a motor truck must know his vehicle. It may be that occasion will come when repairs must be made far away from any machine shop and without the help of an expert mechanic. Ordinarily truck driving in a city requires only a small amount of skill on the part of the operator, but in military service, the driver must be able to carry out repairs and get his vehicle going again without outside help, in case an emergency arises. In the actual driving a motor truck is not accelerated in the same way that a passenger car is and it is handled differently on grades. A three and a half ton load on a big heavy truck adds a factor of momentum to the vehicle on down grades, which the driver must be prepared for and give due consideration.

There is a great deal more vibration in a solid-tired vehicle than in one with pneumatics. The motor car owner would be dead beat after a few hours riding in a big heavy army truck. Taxi drivers are in a class by themselves, not meaning to insinuate that they are pariahs or anything of that sort. Few of these men are expert mechanics, but they are wonderfully skillful in negotiating traffic. They start and stop quickly and wend their way through traffic with a speed that makes it appear that they are callous ruffians without care for human life or property. In reality their skill is consummate and they are not often involved in accidents.

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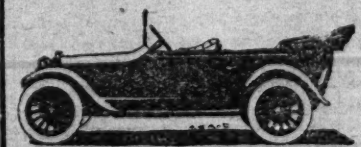


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Packard Co. Business C. \$70,000,000 A Year

The magnitude of the retail automobile business and its importance as a factor in the economy of the country are suggested by the statistics just made available by one manufacturer, the Packard Motor Car Co. These figures are compiled from reports made to the company by its branches, dealers and sub-dealers and are exclusive of the \$25,000,000 investment of the factory itself in plant, machinery and materials for production.

The Packard dealers have a gross investment of over \$20,000,000 in their plants and stocks. The gross business they do amounts to \$70,000,000 a year. They have 6,455 employees on their payroll.

Substantial, and in many instances impressive buildings house the equipment and stock of these dealers. More than \$11,000,000 of their gross investment is represented by these buildings. Eight million dollars worth of this construction has been completed within the last five years, and an indication of the business confidence of the automobile dealer generally is furnished by the fact that Packard dealers now have \$4,676,000 worth of building under way.

NORTH AND SOUTH AUTOMOBILE ROAD

Oklahoma City, Okla.—Plans are under way for the completion of a 200-mile hard-surface road, from Oklahoma City to Ft. Worth and Dallas, by June 1 of next year, according to announcement of Floyd Thompson, vice-president and manager of the Ozark Trails Association. Three tentative routes have been outlined, and three flying squadrons in automobiles will go from here on a campaign in towns along the routes. One of the proposed routes is from Oklahoma City, through Lindsay and Ringling via Ardmore to Ft. Worth; the second is to pass through Norman and Purcell, and the third by way of Shawnee and Sulphur.

The Ozark Trails Association later will select one of these as the official route from Oklahoma City to Ft. Worth and Dallas. The object of the new highway is to provide a route through central Oklahoma to Dallas, to handle automobile tourist travel from Kansas City, St. Louis and other northern points to southern cities.

Goodyear Cord Tires Help Make Speedway Records

Not the least remarkable feature of last Saturday's wonderful record-breaking flights of speed at the Sheephead Bay Speedway was that all nine cars that finished in the 100-mile race for the Harkness Gold Cup were shod with Goodyear Cord Tires. Three and eight of them completed the race without a stop.

Louis Chevrolet, by his wonderful record, again emphasised the tradition that a non-stop run is absolutely necessary to win a race.

Incidentally DeLoyd Thompson, whose wonderful series of loop the loops electrified the crowd, had his aeroplane equipped with Goodyear Tires.

TELLS OF HUDSON ECONOMY

"Economy has taken on a new meaning these days. With the national conservation of food control of coal prices &c., it is only natural that we should hear of gasoline economy."

"The Hudson Super Six is doing its 'bit,' and every day we hear of new records in gasoline economy made by some of the 40,000 Super-Six owners," says Harry S. Houpt, president of the Hudson Motor Car Company of New York.

"Down in Arizona a Hudson Super-Six owned by Charles Goldman has been operating since last October without a fan, and on a recent trip to Tucson Goldman averaged sixteen miles to the gallon of gasoline. In Winston-Salem, N. C., a Hudson owner averaged 17.6 miles on a gallon of gasoline with a Hudson speedster."

"C. A. Lord of Lincoln, Neb., recently made a 2,500 mile trip through New York State and New England. Never once during the trip did he lift the hood or make a single adjustment and he averaged better than fourteen miles to the gallon."

"Gasoline economy is not always demonstrated on the road. Fuel can be saved by never allowing the motor to run idle. All parts should be kept properly lubricated, and thus the gasoline is saved for actual driving and not for creating waste power."

The Used Car: Its Buying And Selling

The present method of dealing with used cars when a new vehicle is purchased is unsound as to merchandising principles; it is unjust to dealers as a class; and it results in unfair discrimination, dissatisfaction and poor service to the purchaser. When a dealer accepts a used car in trade in lieu of money, he should allow its fair market value and no less. When an owner trades a car in he should receive its fair market value and no more. The present method of determining allowance figures is not based on fair market value but is accomplished by "David Harum" practices.

The result is that occasionally the dealer takes a car in trade at much less than the fair value by resorting to sharp practice, and, on the other hand the purchaser occasionally deprives the dealer of his just margin of profit without which he can not continue in business by forcing the dealer to bid on the used car against some other dealer and thus exacting a higher than market allowance on the car traded in. That this system or rather lack of system is followed by bankruptcies in the business and

lack of service and dissatisfaction to the purchasers must be inevitable. What is needed is a scientific method of determining fair market value and a means of enforcing it. Under the appraisal system which I shall proceed to outline, scientific and just methods replace the present chaotic and unfair practices and trading-in is put upon a standard basis.

Under this plan when an owner desires to make a trade he first goes to the dealer or dealers whose cars he is interested in and ascertains if the

dealer will take his car in trade, no price being mentioned. If the dealer agrees to accept the car in trade he unconditionally agrees to allow what ever figure the Official Appraiser puts upon it. The purchaser then goes to the Central Appraisal Bureau which is organized and maintained by the Dealers' Organisation. This Bureau is co-operative in its fullest sense, protecting interests of dealer and prospective purchaser alike. This department has a mechanical expert and appraiser who thoroughly inspects the car and puts a value on it, making a

record of the make, model, serial number, condition, equipment, and appraised value. This record is in duplicate, the Bureau retaining the copy and the prospect getting the original. For this service the prospect pays a nominal fee with the stipulation that the fee will be returned by the dealer with whom he trades provided the deal is made within ten days. When the trade is made the purchaser presents his certificate of appraisal and the dealer honors it by allowing that figure in trade.

The success of this plan will of

course depend upon co-operation among the dealers in the dealers' organization and they must abide by the rules. The rules should provide that: (1st) No trades shall be made without the appraisal certificate; (2nd) No appraisal certificate shall be accepted after ten days from date of making; (3rd) No agreements with purchasers with stipulations tending to evade the provisions of the appraisal system shall be allowed. Violation of these rules should be ground for the imposition of a fine.

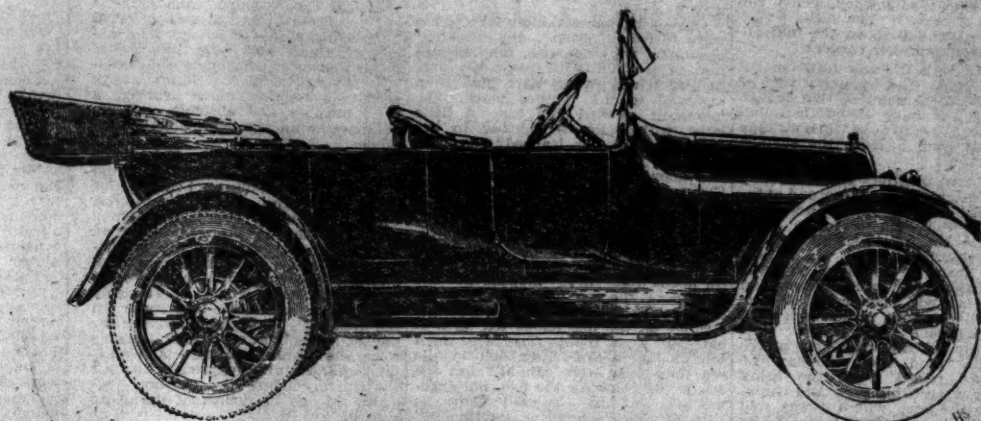
This plan would in no sense hinder or prevent competition, but it would insure competition upon the proper

basis, namely the merits of the car represented. It would eliminate horse trader's tricks and unbusinesslike practices from the business of selling cars. Moreover the purchaser would have that sense of satisfaction coming from the knowledge that he was receiving a fair and equitable allowance on his car. The final result would be that the business would enjoy a better standing in the eyes of the public because suspicion would be removed; there would be fewer failures in the business; and the customer would be assured of more and better quality service.

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